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THE CHINA PRESS

大陸報

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175 PEOPLE KILLED IN U. S. MUNITIONS FACTORY DISASTER

Hundreds More Injured As Eddystone Works, Chester, Pa., Blow Up

SAY GERMAN PLOT

First Explosion Wrecks A Shrapnel Building Where 100 Girls Worked

FIRES 30,000 SHELLS

Four Hospitals Are Filled By Maimed Employees Saved By Firemen

(Reuter's Agency War Service)

Chester, Pennsylvania, April 13.—Two explosions have occurred at the Eddystone Ammunition Factory. It is estimated that 175 persons have been killed and several hundred injured.

The force of the explosion scattered shells in every direction.

Whispers of a German plot are current.

A telegram from Chester states that the first explosion occurred in a room in the shrapnel building, where a hundred girls were putting the finishing touches to shells. Approximately, thirty thousand shells were stored in the adjoining building, which the second explosion demolished.

Both buildings became the scene of a conflagration, but the firemen, by strenuous efforts, confined the flames to these two buildings. Meantime, charred bodies were being recovered and the persons injured picked up. The latter filled two hospitals and two improvised hospitals were organised.

3 AUSTRIAN MINISTERS RESIGN OVER SCANDAL

Charged With Having Part In Sale of Army Supplies At Exorbitant Prices

London, April 5.—(Nichi-Nichi Service) Three members of the Austrian Cabinet, the Ministers of War, Justice and Finance, have resigned, following the disclosure of an army provision scandal. They are charged with assisting in the sale of army supplies at exorbitant prices and aiding in the escape of the former President of the Vienna Savings Bank, who is charged with playing the leading role in the case.

Spain And Gt. Britain Arrange Interchange

Former Gets 150,000 Tons Coal Monthly; Will Return All The Ore Required

(Reuter's Agency War Service)

London, April 13.—Reuter's Agency is informed that Great Britain has agreed to supply Spain with 150,000 tons of coal a month, while Spain has agreed to export to England as much ore as is required and part of the orange-crop and to allow Great Britain to charter Spanish vessels.

All German Vessels In Brazil Seized

Republic To Arm Its Merchantmen Doing Trade Within Danger Zone

(Reuter's Agency War Service)

Rio de Janeiro, April 13.—The Brazilian Government has ordered the seizure of all German vessels in Brazilian waters, as a precautionary measure. It is announced officially that it has been decided to arm Brazilian merchantmen sailing in the danger-zone.

Allied Commander In Balkans To Wed French Army Nurse

GENERAL SARRAIL

There have been many "war romances" since the beginning of the European conflagration, but the announcement of the engagement of General Maurice Sarrail, commander-in-chief of the Allied armies at Salonica and in Macedonia, has brought to light a real one. General Sarrail is to wed Mdlle. de Joannis, a member of the French nursing staff with General Sarrail's armies.

General Sarrail's command is one of the most picturesque in the history of the world, inasmuch as in it is represented almost every race which is fighting under the flags of the Allies.

Austria And Bulgaria Both Out To End War

Dissatisfied With Progress, Desire To Negotiate; Socialists Name Terms

(Reuter's Agency War Service)

Washington, April 13.—In connection with reports in Switzerland that Bulgaria is making efforts to obtain peace, it is known here that not only Bulgaria, but also Austria has been taking such action. It is not known whether they are acting separately or conjointly, but such soundings even if tentative, show dissatisfaction with the course of the war and an apparent desire to negotiate direct with the Entente.

London, April 13.—The intense anxiety of Germany to obtain a separate peace with Russia is made further evident by the comments appearing in the Vorwaerts, which is controlled by the Government, concerning the Proclamation issued by the Russian Government on the 10th.

The Vorwaerts suggests that it might form a basis for a settlement between the Central Powers and Russia. It asserts that the Central Powers do not desire to humiliate Russia, or to retain the Russian territory they have occupied and it suggests that the German Government should declare that it will not make the demands of a conqueror at the proposed peace conference.

It also suggests that the German Government should tell the German people the whole truth, namely, that it is unable to dictate terms of peace to a hostile world, but it will be successful if it can maintain itself against the world.

Herr Scheidemann and other German Socialists have gone to Stockholm, in order to get in touch with Russian Socialists. Secret meetings of German and Russian Socialists have already been held in Copenhagen and Danish papers publish the alleged German peace proposals, which include the annexation of portions of western Russia and the neutralisation of the Dardanelles, under a Turkish protectorate and are regarded as mere *ballons d'essai*.

Relentless British Advance Gains A Mile Depth Over Battlefront Of Nine Miles

Fight Down 3,000 Yards Of Hindenburg Line; Isolate Many Gun Positions Through Superior Artillery

(Reuter's Agency War Service)

London, April 13.—Field Marshal Sir Douglas Haig reports:—We attacked, last night, between St. Quentin and Cambrai and, after sharp fighting, captured the enemy's positions on a wide front from northward of Hardicourt to Metz-en-Coutre. We now hold Sart Farm, Gauche Wood, the village of Gouzeaucourt and Gouzeaucourt Wood.

We made a successful raid, during the night, south-westward of Loos. Our machine-guns stopped a raid in the neighborhood of Ploegsteert.

Reuter's correspondent at British headquarters, wiring today, says that the British offensive is pushing forward relentlessly. Very violent fighting occurred today.

The advance mentioned in the official communique issued earlier in the day covered a length of nine miles and an average depth of a mile. We also gained a considerable advantage at Vimy Ridge.

Upset German Claim

Reuter's correspondent demolishes the German claim that we have not broken their front, by showing that we have fought our way down three thousand yards of the Hindenburg line and penetrated beyond the old German line to a depth of eight thousand yards around Arras. A considerable number of German gun-positions are now practically isolated by the concentric fire of our swarming artillery and a large addition to the number of guns we have captured is expected.

Reuter's correspondent, wiring yesterday, refers to the unparalleled rigor of the weather. He says: "We materially widened our front of attack today. We dealt the enemy a stunning blow, north of Vimy Ridge, which we are firmly holding and captured Boisen-Sache, which enabled us to advance close to Givenchy, from which village we are only 600 yards at one point.

"The attack was launched at dawn and our objectives were carried with clockwork precision. The recent offensive was timely. It put an end to a diabolical Prussian plot to shell Arras with projectiles containing prussic acid, which they first used in the invasion of Belgium.

Repulse Counter-Attacks

"Several counter-attacks at Monchy-le-Preux were repulsed, our machine-gunners inflicting very heavy losses on the new offensive."

With the necessity of bringing up heavy guns, which the shocking weather is delaying, there is a lull in the battle of Arras. The Times' correspondent sums up the result of the first phase of this battle as the storming of the strongest positions held by the Germans on a front of twelve miles and the turning of the northern end of the Hindenburg line.

The British hold 5,000 yards of this line, besides piercing it at other points, as at Bullecourt and are halfway towards the supplementary line. It was the original German intention to retire to this line.

Prisoners stated that they expected our attack on the 6th. When it did not come, they postponed their retirement to the 15th, but the sudden and overwhelming British onslaught on the 9th shattered their plans.

The local fighting now proceeding in the Monchy area is of a very stiff character. That larger operations have already begun appears from the attack made against the old German front beyond Givenchy, where the Canadian attack left off.

German Reports

(By wireless):—A German official communique reports: Our counter-thrusts balanced strong attacks made by the British against Angres and Givenchy-en-Gohelle. We twice repulsed attacks extending from the Arras to Gavrelle road, to the River Scarpe.

We repulsed several attacks, including cavalry, south-eastward of Arras. Attacks made by the French, southward of St. Quentin, failed.

French Successes

Paris, April 13.—The official communique issued this afternoon reported: This morning, we attacked the German positions south of St. Quentin and, despite the desperate resistance made by the enemy, carried several lines of trenches between the Somme and La Fere to St. Quentin road and brought back prisoners and machine-guns. Our advanced elements progressed, south of the Oise, eastward of Coucy-la-Ville and captured prisoners and material.

There was an artillery struggle in the region of the Aisne and in the Champagne. Two *coups-de-main* attempted by the enemy, in the region of Verdun, failed under our fire.

Holland Is Isolated But Must Be Neutral

Gain Affections Of None, Yet May Be Mediator, Premier Declares

(Reuter's Agency War Service)

The Hague, April 12.—Speaking in the Chamber, today, the Premier said that, "as the result of the adherence of Holland to strict neutrality, we are growing more isolated and are gaining the affection of neither party, but it is essential that Holland keep out of the war, as we might be the mediator for peace."

BRITAIN IS ISSUING NEW 5 p.c. EXCHEQUER BONDS

Commonwealth of Australia Is Also to Raise Another Loan Of £3,500,000

(Reuter's Agency War Service)

London, April 13.—A new issue of 5% Exchequer Bonds is announced. The price of issue will be 100 and they will be redeemable in five years, with the option of redemption at the end of two years, on three months' notice. Holders of these bonds who are not domiciled in the United Kingdom are exempted from British taxation.

The prospectus is issued of a Commonwealth of Australia loan for £3,500,000, bearing interest at the rate of 5½%. The price of issue is 97 and the loan may be redeemed in 1927.

U.S. Navy To Relieve Allied Patrol Ships

At Present Held To Home Seas; Carranza Promises Not To Withhold Oil

(Reuter's Agency War Service)

Washington, April 13.—As the result of a conference of naval officials, it is understood that the first step to be taken by the American navy will be to patrol the Atlantic coast and the Caribbean. Ultimately, the American navy will probably relieve the Allies of the work of patrolling the North and South Atlantic on this side.

Costa Rica has placed its territorial waters and ports at the disposal of the United States for the purposes of the war.

President Carranza has positively assured the United States Government that the oil supplies of Tampico and the other Mexican oil-fields will not be denied to the United States and Great Britain.

London, April 13.—The King and Queen and the American Ambassador will attend an American War Dedicatory Service, at St. Paul's, on the 20th.

The Weather

Fine weather. The maximum temperature recorded yesterday was 66.2 and the minimum 49.8, the figures for the corresponding day last year being respectively 59.0 and 51.4.

English Lord Marries Brother's Widow And Will Live In U. S.

New York, March 11.—Lord George Wellesley, fourth son of the present Duke of Wellington and a great-grandson of the hero of Waterloo, has just married his brother's widow in New York and is planning to make his home in this country. Lord Wellesley's marriage was one of the romances of the war. His bride is Lady Nesti Pamela Wellesley, widow of Lord Wellesley's older brother, killed in action at the front in France two years ago. The couple came to New York to be united in wedlock. Lord Wellesley spent eleven months at the front with the British Royal Flying Corps and is going to Canada to aid in the establishment of a Canadian flying corps. He says he will make his future home in New York.

U.S. and British Differences Exaggerated, Says Dr. Page

Twisted By German Malevolence In World-Wide Propaganda For Years, Ambassador Tells Pilgrims

(Reuter's Agency War Service)

London, April 13.—The American Ambassador, Dr. Walter H. Page, was the guest of the Pilgrims Society at a banquet, yesterday evening.

He said: "The differences that have arisen in the immediate past between our two Governments and peoples have been enormously exaggerated, as a result of German malevolence and the world-wide propaganda that has been conducted for years.

"Every conceivable device has been used to make a breach between us and to magnify every petty disagreement into a quarrel. Nevertheless, the relations between Great Britain and America have remained fundamentally friendly and sound.

Closer Sympathy to Result

"One of the most important results of the war, next to the removal of the German menace to free Government, will be the closer sympathy between Great Britain and the United States. This will be important, not merely to the United States and Great Britain, but to all free nations.

"We shall get out of this war an indissoluble companionship and indissoluble mutual duties to mankind. I doubt if there could be another international event comparable in its consequences and value to this closer association. I regard it as the supreme political event of all history.

"There is good hope that it will assure the co-operation of the majority of the organised human race, to prevent intermittent devastations of the world. Such a union of purpose would be much less sure of success if either of the English-speaking world were lacking."

'To Suppress Pirates'

Dr. Page's speech contained the following striking passages:—"For the first time, we have come to a war in the Old World, except, indeed, when once before we came to suppress the Barbary pirates. It is singular that our present error is so similar to that!

"From our coming over-sea to fight, many consequences will flow. First and foremost, we all trust in an earlier victory and then in a better understanding of us by the free nations of Europe and of the free nations of Europe by us. This, as I see it, is the largest constructive political need of the world.

"We come really for an ideal. What is the United States? A vast territory of great resources? Yes! A hundred millions of prosperous people? Yes! But the United States is more than these.

Republican Ideals

"The Republic is a system of society: a scheme of life: A plan of freedom: a state of mind: an ideal that every human being shall have the utmost possible opportunity for individual development. This ideal is the United States.

"It was for this and upon this that our forefathers established it: this we have not forgotten, nor shall we ever forget it. It is to make sure that this ideal shall not now perish from the earth that we have come into this war.

"High as the cost and great as the toll may be, we shall be the better for standing where we have always stood, whatever the cost."

There has been a great manifestation of Anglo-American friendship. The Stars and Stripes and Union Jack everywhere are intertwined and numerous speeches have been made, testifying to the unity of the democracies in the fight for freedom and liberty.

ADMIRAL WINTERHALTER

Admiral and Mrs. A. G. Winterhalter passed through Shanghai, yesterday, on the s.s. Empress of Asia and, during their brief stay, were the guests in the evening of Judge and Mrs. Lobingier, who also entertained the officers of the American Navy League and their wives, in honor of the Admiral and his wife.

BULGARIAN RIOTS

(Reuter's Agency War Service)

Athens, April 12.—Grave disturbances are reported to have occurred in Bulgaria, notably at Sofia, where cries were heard of: "Down with King Ferdinand!" There are indications that feeling against the war is growing in Bulgaria and Turkey.

2 MORE RED CROSS SHIPS SENT UNDER; ONE IS TORPEDOED

Berlin Admits U-Boat Destroyed Gloucester Castle; All Saved

ATTACK IN NIGHT

S.S. Salta Hits Mine During Bad Weather And Is Sunk

HAD NO WOUNDED

Five Doctors, Nine Nurses And 38 R.A.M.C. Men Are Missing

(Reuter's Agency War Service)

London, April 13.—The Admiralty announces that the hospital-ship Gloucester Castle (7,999 tons; Union Castle Line) was torpedoed, without warning, in mid-Channel, on the night of March 30 and 31. All the wounded men on board were saved.

A Berlin official communique, issued on Wednesday, proclaims that the vessel was sunk by a submarine, thus removing any doubt in the matter.

The Admiralty also announces that the Admiralty hospital-ship Salta (7,284 tons) struck a mine and sank, during bad weather, in the Channel, on Tuesday. There were no wounded on board, but five medical men, nine nursing-sisters and thirty-eight of the Royal Army Medical Corps personnel are missing.

Military Conference Is Called To Secure Support Of Provinces

Parliamentary Opposition Then Less Likely To Deter Government's Policy

(Reuter's Agency War Service)

Peking, April 14.—The so-called Military Conference, which all the Tuchuns have been invited to attend, or to send representatives to, is attracting much attention. It is believed that it is being convened in order to explain the diplomatic policy of the Government to the provincial authorities and to remove opposition.

Moreover, if the support of the provincial authorities can be obtained, opposition in Parliament is less likely to deter the Government from carrying out its policy. At the same time, some quarters do not regard the conference with favor, owing to the doubtful attitude of General Nieh Shih-chung, at whose suggestion the conference has been called.

General Nieh Shih-chung is at present staying with his son, in Tientsin, but it is reported that he is about to start for Tsinan and Nanking, to visit the Tuchun of Shantung and Vice-President Feng Kuo-chang.

Li Chun to Attend

Special Cable to The China Press

Nanchang, April 14.—Military Governor Li Chun, of Nanchang, is leaving for Peking, to attend the Military Conference.

Prepare for War Conference

At the Cabinet meeting Friday afternoon, Minister for Foreign Affairs Wu Ting-fang stated that China has no alternative but to declare war against Germany. He made a lengthy speech.

The Military Governors of Chihli, Honan, Shantung, Shansi, Hupeh, Kiangsu, Anhui and Mukden have signified their intention of attending the Military Conference to be held April 20 in Peking. Others, including Vice-President Feng Kuo-chang, will send trusted deputies. Premier Tuan Chi-jui will personally conduct the meeting, which is to be held in the old Council Room of the Cabinet. The newly appointed Inspector General of Kwangtung and Kwangsi has been asked to remain in the Capital until after the war conference. It is expected that the gathering will last about 10 days, during which China's foreign policy will be definitely decided upon.

A luncheon was given by President Li to the American Minister, Paul S. Reinsch, April 11.

LEADING C.P.R. OFFICIAL ARRIVES IN SHANGHAI

W. R. Baker, Of Montreal, Is Executive Assistant To Lord Shaughnessy

Among the passengers who arrived at Shanghai by the Canadian Pacific liner Empress of Asia, yesterday, were Mr. and Mrs. W. R. Baker of Montreal. For many years Mr. Baker has been prominently identified with the Canadian Pacific Railway Company as secretary of the company and executive assistant to the president, Lord Shaughnessy.

Whenever prominent persons have visited Canada Mr. Baker has represented the company. He conducted King George and Queen Mary, when they travelled across Canada in a special train as the Duke and Duchess of York. Mr. Baker is a Commander of the Royal Victoria Order and is also the holder of several other decorations.

Mr. and Mrs. Baker expect to spend four or five days in Shanghai and will leave here for Peking, making the Canadian Pacific's Japan-China Overland Tours through to Yokohama.

DECORATE WANG FU-WEI

Reuter's Pacific Service to The China Press

Tokio, April 14.—The Emperor has decorated Mr. Wang Fu-wei, the Vice-Minister of Communications, with the Order of the Sacred Treasure, 3rd Class. His Imperial Majesty will go to a garden party, today, which is being given in honor of Mr. Wang and his suite, who leave Tokio this evening for Nara, Kyoto, Osaka and Miajima, to visit factories and shipyards.

Grinnell Sprinkler And Fire Alarm Is Tested

Mr. E. W. Hubbard, local representative for Messrs. Mather and Platt, Ltd., Manchester, Friday invited representatives of the press to attend a demonstration of the Grinnell Sprinkler and Fire Alarm Installation. The demonstration took place at Messrs. Liddel Brothers' godowns at Birt's Wharf, among those in attendance being Chief Officer Pett, of the Shanghai Fire Brigade, Mr. C. H. Godfrey and Mr. H. Ross, of the Municipal Council and Mr. W. H. Trenchard Davis, representing the Shanghai Fire Insurance Association. Unfortunately, as the demonstration was about to commence, Chief Officer Pett was called to an outbreak, at the rear of the Shanghai General Hospital.

A wooden hut was erected in the compound of Birt's Wharf, wood shavings laid in great heaps, and the hut was then set on fire. In the hut were installed two sprinklers. When the heat in the hut had reached a temperature of 155 degrees Fahrenheit, the sprinklers burst, throwing a plentiful supply of water, and the fire was extinguished within thirty seconds. Directly the sprinklers burst an alarm rang, which could be heard at a long distance, and only ceased after the water supply had been shut off. Within the period of about seven seconds, the fire (had the sprinklers not been there) would have turned into a large blaze. This automatic invention is, in short, "the fireman and the alarm on the spot."

The sprinkler itself is small and can be carried in the pocket, but it is surprising the amount of water that these little sprinklers bring out. An important point in the construction is that there is not much water damage, as is the case with ordinary hose. If a fire breaks out in any particular spot, that sprinkler which is nearest to it is reached by the heat only, and is the only one at work. Thus, this minimises the widespread loss through water. For protection and safety, this is a simple device, yet very effective.

Nearly all the mills and lumber yards in Shanghai and in outports are equipped with the Grinnell Sprinkler and Fire Alarm, and even if they have not been called into action for say fifteen years, should there be an outbreak, they will work with the same good results as in the first year.

In London, during the recent "Zepp" raids, many mills were able to continue to work, despite the bombs, because the Grinnell Sprinkler was installed. Friday's demonstration was a very striking one.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Kaga Maru Apr. 15
Per N.Y.K. s.s. Y'shiro M. Apr. 16
Per N.Y.K. s.s. Kumano M. Apr. 18
Per C.M. s.s. China..... Apr. 18
Per N.Y.K. s.s. Omi Maru...Apr. 21

For U.S., Canada, and Europe:—
Per C.M. s.s. China..... Apr. 18
Per T.K.K. s.s. Persia Maru Apr. 19
Per P.M. s.s. Colombia.... Apr. 28

For Europe:—
Per N.Y.K. Hirano Maru May 2
Per N.Y.K. s.s. Fushimi M. May 5

News Brevities

The Frenchtown authorities are showing their appreciation of the good work done by Consul General Naggiar during his stay in Shanghai by tendering him a banquet next Saturday at which a presentation will be made.

* * *

Mr. F. H. Crossley departed last night for Vancouver, accompanied by his wife and daughter. Mr. Crossley expects to proceed to England to do any Government work that may be offered to him.

* * *

Ninety-three American residents reported themselves at the officers' quarters of the Legation Guard, Peking, on the 11th inst., for making arrangements about drilling. It has been decided that they will be drilled three times a week, namely Monday, Tuesday and Friday. The drilling hour is 6.20 o'clock in the morning. Lieut.-Colonel Nivelle presided at the meeting.—*P. D. News.*

* * *

The annual general meeting of the China Mutual Life Insurance Company, Ltd., will be held at the company's offices, on May 1.

* * *

The French Municipal School will re-open for the third quarter tomorrow morning at 9 a.m.

* * *

A big "follow-up" meeting to the Bible Institute, which closed two weeks ago, will be held at the Chinese Young Women's Christian Association, 11a Quinsan Road, this afternoon at half past three o'clock. Mr. Li Dzoong-doen of Soochow, one of the best known speakers in this section, will address the meeting on the subject of service. All of those who were enrolled at the Institute and others who are interested, will be welcome at this meeting. The Bible Institute, the first of its kind in Shanghai, demonstrated the fact that young women are interested in Bible study, when it is well given. The total enrollment was 128, the average attendance per day, 115. Miss Daisy Brown, of the American Board Mission in Foochow, and Mr. D. W. Lyon of the National Y.M.C.A, were loaned by their respective Boards to lead the Institute.

* * *

Garments and hats that reflect the Paris atmosphere are the speciality of La Vogue, that well-known emporium for ladies in Nanking Road. A big new shipment has just arrived from the Queen of Cities, and is now on view in the salons of Miss Young.

* * *

Dr. C. Cameron, who has just arrived from New York, has opened an up-to-date dental establishment at 34 Nanking Road. He will follow the latest American methods of dentistry; consultations are free. His announcement will be found in the advertising columns.

* * *

A certain high official some time ago asked the government to decorate Mr. S. A. Hardoon of Shanghai. The request has been granted.

* * *

The tea market in Hankow is becoming more active as Russian purchasers are buying in big quantities.

* * *

Japanese merchants at Nagasaki are planning the erection of a statue in memory of the late Mr. Soo Tao-sung, president of the Chinese Chamber of Commerce in Japan, as an expression of their gratitude towards the deceased. Leading local Chinese and Japanese have been approached for contributions. The brother of the deceased, Mr. Soo Yin-shan, is at present Vice-President of the Shanghai Nantao Chamber of Commerce.

Sink Four French Ships During Week

(Reuter's Agency War Service)

Paris, April 13.—An official communique reports:—During the week ending the 8th, 886 merchant-ships entered French ports and 856 left. Three French merchant-ships over 1,600 tons were sunk and one under 1,600 tons. Three were unsuccessfully attacked. Seven fishing-boats were sunk.

FLOODS IN RUSSIA

Reuter's Service

Petrograd, April 12.—As the result of exceptional snow during the Winter, the rivers in Southern Russia are in an exceptional state of flood and are threatening towns and villages with disaster.

KING HONORS R. F. C.

(Reuter's Agency War Service)

London, April 13.—As a mark of his admiration of the splendid work done by the naval and military wings of the air service and especially of their wonderful achievements during the recent operations in France and elsewhere, the King has become Colonel-in-Chief of the Royal Flying Corps.

Human Side of War

Sir Alfred Pearce Gould speaking at Killburn and referring to the effect of drink on soldiers, said that the British "Tommy" was not a drunken sot; it was the civilian population that was at fault. Hospitals should be a sacred retreat for soldiers, yet they would hardly believe how difficult it was, even there, to protect the men from the introduction of drink from outside. He knew of one paralysed and helpless man who was found hopelessly drunk after his friends had visited him.

The only man who tendered for scavenging work to the Hinckley (Leicestershire) Rural Council was of military age and made it a condition that the council should first "square the local tribunal." As no other man is available the military will be asked to defer his call.

The card-sharpers are still after the money of the munition workers. The trains to Woolwich and other parts of the country are infested by them. "The evil has become so great," said an official of the South-Eastern and Chatham Company last month, "that our railway police are co-operating with the Metropolitan police to stop it."

Not content with "working the trains," some of the card-sharpers have succeeded in getting invited into the workers' recreation rooms, and on a recent pay-day more than £10 of hard-earned wages was carried off by experts in the three-card trick.

According to the Journal de Geneve, an incorporated joint-stock company for the creation of a Swiss mercantile marine service has just been founded. The Journal does not say whether the ships are to be convoyed by units of the Swiss navy.

Speaking to 250 wounded soldiers, who were entertained at the Cannon-street Hotel by the Institution of Locomotive Engineers, the Lord Mayor of London said, "I always think when I stand in the presence of wounded soldiers that I am in the presence of my betters." The Lord Mayor was accompanied by the Lady Mayoress and the Sheriffs.

An appeal in the Deutsche Tageszeitung by the League for the Protection of Youths says that some 600 boys and girls were to leave the Berlin municipal schools on April 1. It declares that these children, owing to the effects of the war, are so weak that they would collapse if they had at once to learn a trade, and suggests that they should first be sent into the country for three months.

A wholesale drapery firm in London suggests that the time is now ripe to abolish the drapers' "odd farthing." Prices like 2s. 11d., 2s. 11½d., and 2s. 11¾d., it says, mean time and labor in the counting-house, making intricate calculations which would be avoided if the price was 3s. In the wholesale warehouses prices for laces, veilings, and similar goods are now worked out to ⅛th of a penny.

"Stop at the Knightsbridge Hotel. Protected from Bombs, runs an ad. in the London Times. "Healthy situation," the ad. continues. Very! we should think.

The Rev. B. F. S. W. Pinney, who is given in "Crockford's Directory" as rector of Bryanston with Durweston, Dorsetshire, has been gazetted an A.D.C. and temporary lieutenant.

Rhenish papers state that owing to the hoarding of small change and to avoid the necessity of introducing municipal paper money, Dusseldorf and other town tramway conductors are now forbidden to give change and that persons not having correct money for fares will be removed from the tramway-cars.

A correspondent writes to the Daily Mail as follows: "Are we at war or are we not?

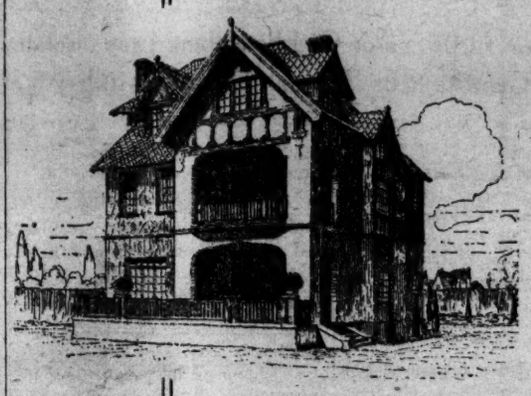
It seems not from the following advertisement:—

Bachelor, with comfortable motor, Wants a Chum for Touring Trips.

We do not seem to be short of petrol either."

There were only 46,638 convictions for drunkenness last year in the 16 largest English cities, against 106,297 in 1914.

If You Are Interested In a Home

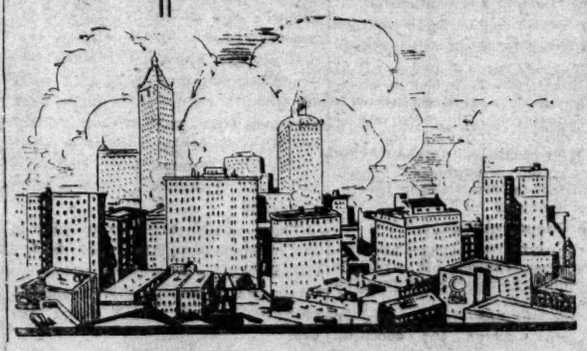


the China Realty Co., Ltd., can show you finely built and various-sized houses in Frenchtown and the Western District.

If You Are Interested In land for

Schools or Colleges, the China Realty Co., Ltd., can show you large lots of from 20 to 80 mow in the Eastern and Western Districts and in Frenchtown.

If You Are Interested In Land for



Factories, Wharves, Mills, Godowns, etc., the China Realty Co., Ltd., can show you lots of from 10 to 150 mow, fronting tidal waters.

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STRAW HATS

Summer Comfort Here

The "POPULAR" STRAW HAT

In this season's shape, a well-made hat at an exceptionally low price.

Price **$1.75** each

The "City" Straw Hat

A smart up-to-date shape of superior quality straw. A well finished hat, with Black silk band. Fitted with Bon-Ton Ivy Leather headband.

Price **$3.50** each

The Supple Tress Straw Boater

Is the most comfortable hat yet designed. Very pliable yet retains its shape, will easily conform to any shaped head. 3-inch crown 2¼-inch brim. Black silk band.

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The "Club" Straw Hat

Tress and Co's superior make in a fine plait straw of medium weight. Very smart appearance. Crown 3 ins., brim 2⅛ inches. Fitted with Bon-Ton Ivy Leather headband.

Price **$5.50** each

The "Viceroy" Topee

Consolidated felt body covered White drill, shape as sketch. with White muslin puggaree. Will stand hard wear.

PRICE

$7.50

EACH

Hawke's Helmet

A high - grade English Helmet, made from Consolidated Cork, covered with White drill, fitted with chin strap and White muslin puggaree

PRICE

$13.50

EACH

The "Premier" Helmet

A very light weight, lined with cork, fitted with White puggaree and chin strap. Most serviceable helmet, with a very smart appearance. (Similar shape to "Colonial.")

PRICE

$6.50

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The "CECIL" HAT

A soft felt hat in the season's best shape, and is well finished. We have this hat in the best shades of Green, Grey and Brown.

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The "BUND" HAT

Smart snappy style felt hat in the new 1917 Model. The new shades are Agate, Drab, Nickel, Fox, Walnut.

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is one of exceptional quality and style, made from a high grade Fur Felt, and is built to retain its shape. The best shades are: Ash Grey, Smoke Grey, Laurel, Vendal.

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In the latest and most fashionable shapes. Made from the finest selected grass and perfectly bleached. Fitted with greaseproof leather head band and Black silk ribbon. Medium width brims.

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The "Colonial" Helmet

A consolidated cork body covered White Drill, shape as sketch, fitted with White puggaree.

PRICE

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EACH

The "Tollygunge" Topee

Made from specially selected pith, covered White drill, and lined. A smart shape and specially light in weight.

Price

$4.00

each

Folding Straw Hat

Superior grade of "Pedal" straw; 3-inch brim. Black silk band. Most comfortable fitting

PRICE

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EACH

The "Town" Straw Hat

Made from a good medium grade of straw and well bleached, with fitted Black silk band in the news shapes. Fitted with Bon-Ton Ivy Leather headband.

PRICE

$2.75

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The "Singapore" Topee

Made with a strong cork body, covered White drill. Good-shape, affording perfect protection from the strongest sun.

PRICE

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EACH

OUR FAMOUS

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Made from best sola pith co ered with Brown Holland, fitted with chin strap.

PRICE

$3.50

EACH

The "Curzon" Topee

Cheaper quality, style as next, covered Grey Wool Felt.

PRICE

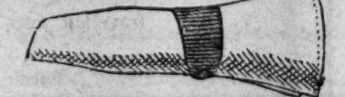
$4.75

EACH

The "Gymkhana" Topee

Made from the best quality sola pith, very light, ideal for wear on all occasions. Fitted with chin strap and Grey puggaree same shade as topee.

Price **$8.50** each



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Plain White Drill extremely light in weight, made from a strong quality Drill, and will stand repeated washings. An ideal hat for Tennis. Boating, Cricket, etc.

Price **$1 50** each

The "Punjabi" Topee

Made from a good quality sola pith. An ideal shape for up-country wear.

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A Felt Hat, only 2-ozs. in weight!!

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第三種郵便物認可

How Ireland Stands, By Sir Horace Plunkett

Says Country Is Prosperous And Is Now England's Silent Partner in The War--Conscription Is Withheld

By Henry N. Hall
(*New York World*)

How does she stand?

It was the everlasting question which one asks of an Irishman who has recently come from the Old Country. And—better, perhaps, than any one—Sir Horace Plunkett was able to answer it. No truer Irishman ever breathed, but he has never allowed his passionate love for Erin to obscure those wonderful qualities of observation and judgment which have made of Plunkett House in Dublin the best center of information as to what the Irish people are really thinking and feeling. Sir Horace said:

"There is in Ireland, as in the United States, a fictitious war prosperity in which fortunes are made, but in which there is also individual suffering caused by the constant rise in the cost of living. But, on the whole, since the greater part of the Irish people are agricultural—the country producing more food than it consumes—they may be said to have benefited by war conditions.

"The farmers certainly have been having the time of their lives. They have been getting the highest prices ever known for all they have to sell. Food and forage and live stock have been in greater demand than ever before. And the Irish farmers do so much of their own labor that the rise in wages does not hit the farmers badly and the high cost of agricultural requirements is far more than compensated by the price of the product.

"Taking a broad survey of the effect of the war on all the countries of Europe, I think it is quite correct to say that Ireland has suffered the least of all of them—less than Belgium, Serv a and Montenegro, le s than Germany, Austria, Bulgaria and Turkey, less than France, Great Britain, Russia and Italy and again less than neutral Switzerland, Holland and the Scandinavian countries.

Only Few Joined Rebellion

"Ireland, so far, has been spared—whether wisely or unwisely depends upon your personal convictions—the great sacrifices in men that are entailed by conscription. She has neither been called upon to give so many lives for the cause, nor has she had to lose the productive labor of the whole of the flower of her manhood as have all the other belligerent countries.

"Undoubtedly the Irish people, owing to the fact that conscription has not been applied to Ireland, have been in a better position than the British people to take full advantage of the prime conditions of their country's prosperity. Of course, a large number of Irishmen are in the fighting line and the Irish regiments have fought as they always do, but the returns show that at the end of the year there were in Ireland more than a quarter of a million men of military age not considered indispensable."

Sir Horace was asked whether Ireland's prosperity had not been seriously affected by the rebellion and the regime of martial law. His answer was:

"The actual number concerned in the rebellion was so small that its economic disturbance, as compared with economic effects of the war, was insignificant. You see, there is no doubt that, industrially, Ireland has been in a position to make the most of the extraordinary demands of these years of warfare. The ship-building industry and the linen industry, for which Belfast is famous, employ respectively large numbers of the men and the women of working families, and both these industries have been put to the test of fullest capacities in yards and factories.

"Nor has Ireland suffered economically by the curtailment of commerce as have the European neutrals. The trade and commerce of Denmark and Holland, Sweden and Norway have been interfered with and regulated in order to deprive Germany of any excess production of which they might be capable. Ireland, on the contrary, has been encouraged in every possible way to produce on her farms and in her factories everything that might be of use in a belligerent country and always at increasingly higher prices. She has been in this sense Britain's silent partner in the war, and has derived much profit industrially and agriculturally from the partnership."

"But, Sir Horace," was the next question, "has the silent partnership profited Ireland politically?" Sir Horace Plunkett said:

Politically Ireland Has Profited

"Politically, while not so silent, Ireland has, I believe, also profited. The rebellion cleared the air in a way and certainly created a desire in England for a peaceful settlement. The rebellion of last year was in no way due to economic causes. The idea of disturbing the country at seed time in a very late season would have been extremely unpopular, and, as a matter of fact, the agricultural population took no part in the rebellion. No community except the labor element in Dublin—whose condition in life is the

One Of Ireland's Favorite Sons

The Right Honorable Sir Horace Curzon Plunkett was born in 1854, the third son of the Baron Dunsany, whose Irish peerage was cr ated in 1439. He was educated at Eton and Oxford and has devo ed his life to the social and economic development of Ireland. From 1879 to 1889 he was engaged in cattle ra..ching. He promo.ed agricultural co-operation in Ireland fr m 1889 and founded the Irish Agr cultural Organisation Soci ty, which uni..ed in a c..mmon effo t more than 100,000 Irishmen of all classes, politics and creeds He s rv d nine y..ars—from 1892 .o 1900—in the H use of Commons as m mber for Dublin, was Vice President of he D..partment of Agricultural and Technical Instruction for Ireland and Commissioner of the Cong..st..d District Board.

one really bad Irish distress—had any acutely felt grievance.

"It was no doubt mainly due to the exasperation of these unhappy people—the labor element in Dublin—and to the high character, capacity and extreme irreconcilability of their leader, James Connolly, that a course was taken which at the time an immense majority of the Irish people in town and country bitterly condemned."

"But Sir Roger Casement and his German friends, were they interested in the poor of Dublin?"

"Certainly not the German friends, who, of course, were serving their own national aims. Sir Roger Casement, too, was working for a future in which a victorious Germany was to set up an independent Ireland under some such guarantee as Belgium enjoyed. Outside Connolly's citizen army," the revolutionists shared some such dream and fought for it with a courage and devotion as sincere as it was misguided and forlorn.

"The chief crime of these men was the immense sacrifice of innocent lives which was involved when they set loose a wild, ungovernable spirit and aroused the passions of an all too credulous mob which they ought to have known they had no power to control. It is idle to say that the leaders were not also largely responsible for the inevitable repressive measures which followed."

"Unfortunately, most Irishmen in this country believe that the repressive measures were out of all proportion to the crime."

"I don't wish to pass judgment on the action the military authorities took against the rebels," said Sir Horace. "It must be remembered that there was no Irish Government at the time. By universal consent the Government had to be swept away and before another could be installed a military dictatorship had to be set up. Such a regime was not likely to deal ideally with an Irish situation.

"It is only fair to say that in almost any other country disciplinary measures would be much more drastic, many more lives would be lost in repressing a rebellion. But having killed everybody accessible, they would have been kind to the rest. The quasi-judicial procedure of the British military courts gave an air of cold-bloodedness to their deliberate actions. The result was that for every man shot in cold blood more resentment was aroused than if ten men had been shot as an immediate and even hasty consequence of rebellion. The British military courts no doubts would be apt to apply to the Irish rebels the same summary justice which they applied to "crimes" in the army, where men are severely punished for the neglect of small duties and are shot for the neglect of important ones,

Ireland, He Declares, Must Solve The Irish Question, Forget The Past And Work For A United Future

such as sleeping on sentry go. War gives new value or rather lack of value to human life.

"There were other acts, of course, that were not acts of cold deliberation. Take the shooting of Skeffington. That was the irresponsible act of a criminal lunatic. So the court-martial decided, and a special commission presided over by Sir John Simon confirmed the decision."

"What, Sir Horace, has been the effect of the war and of the rebellion on the political situation in Ireland? How is the Irish question going to be solved?" Sir Horace said:

"There is now no longer an Irish question in England; it is, as you would say, up to Ireland to find her own solution. Unhappily the actual offer made to Ireland, to start home rule with the six best counties in Ulster left out, was one which would never have worked. Though most unwilling to touch on party politics, and least of all as a wrecker, I had to protest against an attempt to force half a parliament upon three-quarters of my country. Still the offer and its rejection did good. It brought out as nothing else could have done the decision of the Irish people to remain a unit.

"This is a most valuable contribution to the Irish question, for it carries it one step further and beyond the deadlock which had been reached just before the war broke out. The wisdom of Redmond and Carson in accepting the scheme with a view to settling the political differences of the Irish elements they represent may be questioned, but no one can question the motives of these leaders.

"Their action undoubtedly marks the new spirit in Irish politics. They agreed to divide the country; they saw their mistake in time; the agreement was not put into effect. I believe that almost any scheme of government they had agreed upon for Ireland as a unit would have been put into effect by now, and the Irish question would have been lifted out of the fogs and passions of the past, out of the realm of bitter tradition and irreconcilable theory, into the light of facts and practical experiment.

"Each had immense difficulties to face in his own camp. Redmond's chief difficulty was that the Home Rule Act on the statute book was framed for a set of conditions which the war has so revolutionised that great amendments must be made before the act can be put into operation. And this difficult work of amendment cannot be tackled while the war lasts."

"Then you don't believe any solution is possible during the war?"

"I have a constant hope in the solution of the Irish question whenever Ulster is prepared to undertake experimentally in politics what we have had to undertake experimentally in economic organisation on the farms. I may attach too much importance to this work. But I confess that the sight of Catholic and Protestant, Nationalists and Unionists, working shoulder to shoulder in the co-operative movement all over agricultural Ireland fills me with hope. It is a practical demonstration that the Irish can forget the differences of the past and work together for a united future, and what they can do today in business they may do tomorrow in politics."

Sinn Feiners in Parliament

"The last bye-election in Ireland was a defeat for the Nationalists and a victory for Sinn Fein; what will be the effect of this upon the prospects of a political settlement?" was the next question asked. Sir Horace replied:

"Sinn Fein has undoubtedly won more ground since the rebellion, and I think that this may have a good effect upon some of those representatives of the Irish people who were inclined to restrict the work of representation to regular attendance at the Irish debates in the House of Commons and to lose touch with the life of their country. A few Sinn Feiners in Parliament will do no harm and may do a lot of good.

"For one thing, it will go far to disillusion those English and Americans who have the idea that the Sinn Feiners are a mere rabble of visionary poets and discontented populace. Hatred and distrust of the British connection was the chief feature of the Sinn Fein as reported to the British Government by Mr. Birrell. That is the bad side of the movement; but there is also a good side.

"I knew Arthur Griffith, whose pamphlet 'The Resurrection of Hungary' started the movement about a dozen years ago. Drawing a moral from the recent history of that country, he urged that instead of the wearisome and, as he regarded it, fruitless attempt to solve Irish questions at Westminster, Irishmen should try to solve them in their own country by getting control of the existing departments of the Government. He even went so far as to advocate the withdrawal of the Irish representatives from the Imperial Parliament.

"In many ways the proposals were extravagant, but what appealed to a large number of men in all parties was the general maxim that Irishmen should work in and for Ireland instead of eternally looking to other countries to solve problems which can best be solved at home. Thus, although I could not subscribe to the part of the Sinn Fein program to which, no doubt, its authors attached most importance, I always found the influence of the movement was friendly to my own work. Genuine love of Ireland was a stronger motive among Sinn Feiners who count than hatred of England."

The conversation then drifted to the day's news. Sir Horace was asked if he had anything to say about Mr. Dillon's assertion that there are certain persons in England who do not desire to see a contented and united Ireland, but, on the contrary, do all they can to stir the Irish to hatred and rebellion.

No More Half-Cock Rebellions

"There may be such persons, but their influence must be negligible," Sir Horace said. "A government with its hands full of a submarine campaign, the food and shipping problems and all the critical and far-reaching problems of an all-absorbing war will and must do everything in its power to thwart the designs of all, whether English or Irish, whether political intriguers or armed rebels, who either stand in the way of a peaceful settlement of the Irish question or try to solve it by fomenting disorder and discontent."

"Does the wholesale deportation of men from Ireland indicate a renewal of English militarism?" Sir Horace was asked.

"The action reported in the papers today scarcely merits description as wholesale. The number of arrests of which complaint was made in the House of Commons was twenty-eight. If, as some reports say, Ireland is on the verge of another outbreak similar to that of Easter week, then scores and possibly hundreds of Irish lives can be saved by removing for a time those who seek to lead the people into a renewal of the futile horrors of armed rebellion. As an Irishman who lived through those ghastly days of 1916 in Dublin, I must say that I can only be glad of any measure the Government may take that will save more of my countrymen from being killed—possibly by Irish regiments in discharge of their cruel duty.

"We can gain nothing by half-cock rebellion, however much it may stir your blood to read of acts of desperate individual heroism. The one great and promising duty of every Irishman today is to work devotedly and constantly for an understanding between North and South. That is now the crux of the Irish question. It cannot be solved immediately. Mr. Lloyd George's settlement of last summer was fatally defective in parts. But he made one great contribution to this baffling controversy when he intimated that the statesmen of the self-governing dominions would be asked to aid in fitting Ireland into the family of nations which after the war will have to readjust their relations for the permanent safety and world-position of the British Empire."

Singapore Rubber Market

Messrs. R. Truman and Co. inform us that the following is a translation of a telegraphic report received from their Singapore Agents in connection with the last weekly rubber auctions held at Singapore on Wednesday, April 11, 1917.

No. 1 Smoked Sheet—$164 per picul equivalent to 3s. 2d. in London.

No. 1 Crepe—$164 per picul equivalent to 3s. 2d. in London.

Demand moderate, market steady. Offered 686 tons, sold 533 tons.

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Just what do you demand of a motor car?

First of all, you want mechanical dependability. You want a car that you can depend on. You want to feel sure of it. The Chevrolet is such a car. It has made good with nearly a hundred thousand owners.

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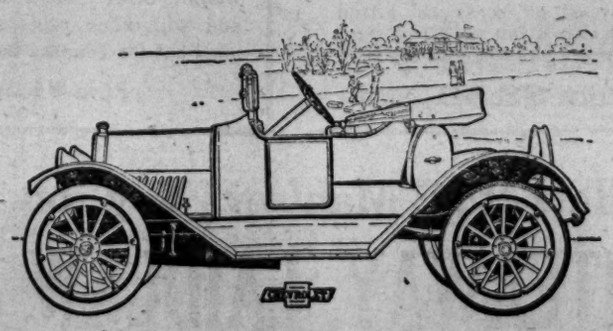
These points mean much to you and it is for these very reasons that the Chevrolet is worthy of the closest investigation on your part. We shall be pleased to arrange a demonstration on request.



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Details Of The German Bait To Mexico

New York, March 1.—The Washington correspondent of the Associated Press, who reveals Germany's proposal to Mexico for an alliance with Mexico and Japan against the United States, says that a copy of Herr Zimmermann's instructions to von Eckardt was sent through Count Bernstroff and is in the possession of the United States Government. These instructions were as follows:—

Berlin, January 19.—On February 1 we intend to begin submarine warfare without restriction. In spite of this it is our intention to endeavor to keep the United States neutral. If this attempt is not successful, we propose an alliance on the following basis with Mexico:—

That we shall make war together and together make peace; we shall give general financial support, and it is understood that Mexico is to reconquer her lost territory of New Mexico, Texas, and Arizona. The details are left to you for settlement.

You are instructed to inform the President of Mexico of the above in the greatest confidence as soon as it is certain that there will be an outbreak of war with the United States, and suggest that the President of Mexico shall on his own initiative communicate with Japan suggesting the latter's adherence at once to this plan, and at the same time offer to mediate between Germany and Japan.

Please call t the attention of the President of Mexico that the employment of ruthless submarine warfare now promises to compel England to make peace in a few months.—Zimmermann.

The Associated Press correspondent continues:—

This document has been in the hands of the Government since President Wilson severed relations with Germany. It has been kept secret while the President has been asking Congress for full authority to deal with Germany and while Congress has been hesitating. It was in the President's hands while Herr von Bethmann Hollweg was declaring that the United States had placed an interpretation on the submarine declaration "never intended by Germany," and that Germany had promoted and honored friendly relations with the United States "as a heritage from Frederick the Great." Of itself, if there were no other, it is considered a sufficient answer to the Chancellor's plaint that the United States "brusquely" severed relations without giving "authentic" reasons for its action.

The document supplies a missing link in many separate chains of circumstances which until now seemed to lead to no definite point. It sheds a new light on the frequently reported but indefinable movement of the Mexican Government to couple its situation with friction between the United States and Japan. It adds another chapter to the celebrated report of M. Jules Cambon, the French Ambassador in Berlin, before the war, on Germany's world-wide plans for stirring up strife on every continent where it might aid her in the struggle for world domination which she dreamed was close at hand.

Bernstroff's Intrigues

It adds a climax to the operations of Count Bernstorff and the German Embassy in this country, which have been colored with passport frauds, dynamite plots, and intrigue, the full extent of which had never been published. It gives new ground of credence for the persistent reports that submarine bases were established in Mexican territory and the Gulf of Mexico, and takes cognisance of the fact, long recognised by the American Army chiefs, that if Japan ever undertook to invade the United States it would probably be through Mexico over the border and into the Mississippi valley to split the country in two. It recalls the fact that Count Bernstorff, when he was handed his passports, was very reluctant to return to Germany, but expressed a perference for an asylum in Cuba. It gives a new explanation of the repeated arrests on the border of men charged by the American military authorities with being German intelligence agents.

Last of all, it seems to show a connection with President Carranza's recent proposal to neutrals that the exports of food and munitions to the Entente Allies should be cut off, and his intimation that he might stop the supply of oil, so vital to the British Navy, from the Tampico fields.

No doubt exists here now that the persistent reports of the last two years of operations of German agents, not alone in Mexico, but all through Central America and the West Indies, have been based on fact, and there is no doubt whatever that the proposed alliance with Mexico was known to high Mexican officials who were distinguished for anti-Americanism, among these being Rafael Zubaran, Carranza's Minister to Germany, and Luis Cabrera, his Minister of Finance.

History of the Plot

It is apparent that the proposal had taken a definite form when Senor Zubaran returned to Mexico City from Berlin recently. His return was disguised by the fact that President Carranza had in May summoned his diplomatic representatives abroad to conferences. Sometime before that Senor Cabrera, while still at the Atlantic City conferences of the American Mexican Joint Commission, had suggested in a guarded way to a member of the American section that he (Cabrera) regretted the Commission had not succeeded fully in settling the difficulties between Mexico and the United States, for he had hoped that it might continue its work and make the peace of the world. When pressed for details how the Commission could restore the world's peace, Senor Cabrera suggested that the American republics controlled the destiny of the war by controlling a large part of its supplies, and intimated that Mexico might do her part by cutting off the exports of oil. The American commissioners dismissed his ideas as visionary.

Almost coincidently with Zubaran's return from Germany Cabrera returned to Mexico City, open in his expressions of anti-Americanism. Zubaran before being sent abroad had represented Carranza in Washington while the Niagara mediation conferences were proceeding, and was no less avowedly anti-American than Cabrera. Officials here openly pronounced Carranza's peace proposal as evidence of German influence in Mexico and intended only to embarrass the United States.

Then apparently some influences exerted their effect on the course of the Mexican Government and on Febraury 25 Senor Cabrera made a statement describing the "amazement" of the Mexican Government that the American newspapers should have interpreted President Carranza's proposal to cut off exports of munitions a suggestion that he might cut off shipments of British oil. Senor Cabrera declared the idea to be entirely groundless. This was an intimation that Germany's astounding proposal that Japan should turn traitor to the Allies had been answered by Tokio.

Count Bernstorff's connection with the plot is intensified by the fact that the German Embassy here was not merely the medium of delivering a message in this instance, but was really a sort of headquarters for all German missions to Central and South America. The German attaches, Captains Boyd-Ed and von Papen, whose recall the State Department insisted upon, made, between the outbreak of war and their departure hence, at least one visit to Mexico.

For months many naval officers here believed that the mysterious German sea-raiders in the South Atlantic must have found a base somewhere on the Mexican coast and that such base could not be maintained without the knowledge and concert of Mexican officials. Last November the British Charge d'Affaires in Mexico notified President Carranza's Foreign Office that if it was discovered that Mexican neutrality had thus been violated the Allies would take drastic measures to prevent a continuance of the situation. In a Note which was almost insolent, the Foreign Minister Aguilar replied that it was the business of the Allies to keep German submarines out of Western waters, and if they were not kept out Mexico would adopt whatever course circumstances might command.

To German influences also have been attributed in some quarters the vigorous steps of the defacto Finance Minister to force loans from the Banco Nacional, and the Bank of London and Mexico, owned by French and British. Reports that German machine-guns and German gunners were with the Carranza army have also been persistent, although the relative importance of that to the proposed alliance has not been fully established. It is an open secret that the armed expeditions of the United States into Mexico uncovered what appeared to the trails of the German secret service.

The full extent of the evidence of Germany's plotting against the United States, gathered by the American secret service, may become known only according to the course of the future relations of the two countries. It is known that much evidence of the operations of the German Embassy, and persons responsible to it, would never in ordinary circumstances be permitted to become public, the officials preferring to guard against inflaming the public mind in a tense situation with Germany. The public amazement which a full exposition of the evidence in the hands of the Government would cause cannot be overestimated. Only today the Council of National Defence, created by Act of Congress, has issued an appeal to all Americans to show every consideration to aliens in this country "if untoward events should come upon us."

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"WHO'S GUILTY?"

A SCENE FROM "WHO'S GUILTY?" CHAPTER NO. 1 (PATH

SHOULD A SURGEON BE PERMITTED TO OPERATE ON HIS WIFE? SEE THE "PUPPETS OF FATE"

SYNOPSIS

DR. GEORGE BULLARD, a rising young surgeon, receives the everlasting gratitude of Dr. Randolph Clarke when he saves the latter's young daughter from death by means of a very delicate operation. Through this, he meets Mrs. Sylvia Sands, a widow who is anxious to found a hospital with some money which was left to her. She offers the position of head surgeon to Dr. Bullard and he accepts. Mrs. Sands then makes it her point to meet the young doctor on every possible occasion, thus causing his wife to become jealous. Bullard soon finds himself deeply interested in the captivating widow—aside from his professional interest in the hospital. She even hints to him that a divorce would be agreeable to her.

Some time later, while her husband is in New York conferring with Mrs. Sands, Mrs. Bullard is attacked with mastoiditis and calls in Dr. Clarke, who lives nearby. The latter orders an immediate operation, and Dr. Bullard is called home at once. Mrs. Bullard insists that her husband perform the operation, but he refuses because professional ethics forbid such procedure. She insists, however, and he does the work. While performing his delicate task, a vision of Mrs. Sands appears to Dr. Bullard and he makes a fatal stroke with an instrument, causing the death of his wife. He rushes to Mrs. Sands.

"I said 'divorce'; not death," she says, as she turns away from him.

TOMORROW NIGHT

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AND "THE TIGHT REIN"

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PATHE'S BRITISH, FRENCH AND AMERICAN GAZETTES
Depicting all the principal events

"THE MISFORTUNES OF A JANITOR"
Lonesome Luke Comedy

"HEALTH BY THE YEAR"
Amusing Comedy

SCENE FROM "WHO'S GUILTY?" CHAPTER NO. 2 (PATHE).

WHEN THE SON GOES WRONG; WHEN THE GIRL OF HIS HEART MEETS DISASTER WHEN THE HOPES OF BOTH ARE CRUSHED. WHO IS GUILTY? SEE "THE TIGHT REIN"

SYNOPSIS

IT is the earnest wish of Jeremiah McCall, a wealthy mill owner, that his son wed Gertrude Jordan, the daughter of another man of great means and also a mill owner. But Jack, the son, falls in love with Amy Prentice, one of the girls in the mill, who has her hand injured in the machinery. McCall discharges her, and she secures employment with Jordan. Learning this, the irate McCall asks his rival to do him the favor of discharging her from his mill. This he does.

Amy then leaves home and goes to the city in search of employment. She is refused work at the department store at which she applies, but the manager asks her to come to his home that night, saying that by that time there might be employment for her. She goes.

Jack, desperate, takes some money from his father's safe and goes to the city. He starts gambling and is lucky. But the vision of Amy is with him still and he goes in search of her. One night, he sees her, handsomely dressed, in a restaurant and goes up to her. She denies her identity, but he proves it by the scar on her hand which she received at his father's mill. Together they flee from the place and go to Amy's beautiful apartment. Amy tells Jack that she can never be his wife, and while they are talking the manager rushes into the room. He shoots Amy and in the struggle for the gun, Jack also receives a fatal bullet. The manager then puts the gun in Jack's hand, and the folks back in the home town read of the "double suicide."

PLOT TO START WAR IN SOUTH AMERICA

Germans Said to Have Engaged In Widespread Intrigues To Cause a Conflict

URUGUAY IN SERVIA'S ROLE

Economic, Religious, and Political Influences Reported Used In Scheme

New York, March 14.—German intrigue in South America is intended to involve that continent in a general war as well as to infuse into the countries there a distrust for the United States, according to information given to a New York Times representative yesterday by a prominent business man closely in touch with Latin-American affairs and confirmed in many details by resident South Americans both in private and official life. Economic, religious and political influences are reported to have been used in almost every country south of the Panama Canal to stir up international feuds there when desired and internal dissension when the countries were so situated geographically as not to fit into the more general scheme.

The Republic of Uruguay, situated across the Rio de la Plata from Argentina, was scheduled, according to The Times informant, to play the role of Servia in the South American war. For many years considerable tension has existed between these two countries as the result of a question of jurisdiction in the river. Argentina has gone to considerable expense to improve the river for navigation, while Uruguay has benefited from this without bearing any share in the expense. South Americans say that it has been a matter of common knowledge for several years that a secret alliance existed between Brazil and Uruguay by means of which Uruguay planned to protect herself against possible trouble with Argentina.

Attitude of Chile

This question was taken up recently in the newspapers in Chile, where the attitude of that country in the event of trouble involving Brazil and Argentina over the Uruguay embroglio was freely discussed. It was the consensus of opinion at that time that Chile would be forced by policy to align herself with Brazil and Uruguay. This would place Argentina between two fires and would force her to seek alliances which might divide the forces against her and give her an opportunity to mobilise her army and navy to meet the situation.

Peru and Bolivia probably would furnish this diversion, according to The Times informant. Officials regarded this as likely in view of long standing ill-feeling which has existed between Chile and Peru over the possession of the nitrate beds in Northern Chile and between Chile and Bolivia because of a belief in that country of the responsibility of Chile for Bolivia's loss of an outlet to these sea. It is said that none of these facts has escaped the attention of the German agents, and that they have been utilised extensively.

Ecuador, Colombia and Venezuela are not expected to be drawn into the conflict. The possibility of war between Colombia and Ecuador over boundary disputes has been and still is regarded as imminent, while internal disorders already are under way, or may be expected at any time. The last revolution in Ecuador has not yet been completely crushed and Concho, the leader in the past uprising in Esmeralda province, is enjoying his freedom as the result of a general amnesty granted by the present Government. A number of armed bands are operating not far from Guayaquil and could be counted on to furnish the nucleus to a new uprising at any time.

Preparations for revolutions in Colombia and Venezuela have been under way for some time past. Arms and ammunition and even airplanes have been shipped to points along the coast in anticipation of trouble sometime in March. An ammunition agent of European extraction, who acted for General Victoriano Huerta in Mexico and is believed to have been implicated with him in German plots to invade that country from the United States, has been in close touch with Venezuelan revolutionists and is reported to have shipped considerable quantities of arms and ammunition to some point on the Colombian border from which the majority of Venezuelan revolutions have started.

General Carranza is said to have played an important role in stirring up dissension in South America. Whether he personally has been responsible for it or has been the victim of some of the men around him who have been in touch with German intrigue has not yet been made clear. It is stated definitely, however, that Isidio Fabela, the Mexican Minister to Argentina, has been active in his work against the United States. Fabela has visited most of the countries south of the Equator and has been received enthusiastically in all of them with the exception of Brazil and Uruguay.

Power of Clerical Faction

South American officials here yesterday explained that the conservative elements of nearly all South American countries were guided by the clerical faction, which in turn took its leaning from the Spanish conservatives. This has been notably pro-German until recently, when utterances from the Vatican have caused it to alter somewhat. They said, however, that this alteration in viewpoint had not yet affected South America and would have to be reckoned with. This influence is particularly noticeable in Ecuador, Peru and Colombia, where the Conservatives are in power and are credited with a pronounced pro-German sympathy.

Eduardo Higginson, the Peruvian Consul-General here, said yesterday he considered the German intrigue in Peru serious, but that he believed premature disclosures and speedy action by the Government had placed it under control. A number of arrests developed the fact there that Germany intended to capture the Peruvian Navy, according to the Consul and use it against possible enemies of Germany. Several submarines which were purchased by Peru some years ago and since have been lying unused in her harbors were intended for use in the Pacific by Germans, it is affirmed.

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U.S. Aeroplane Camp At San Diego

FIRST U.S. AERO SQUADRON

Camp of the First Aero Squadron of the United States at North Island, San Diego, Cal. The planes, which are speedy and powerful fighting machines, have been assembled there for the first time. Daily flights are being made with them by army aviators, who are fast developing the proficiency shown by American, British, Franch and German fliers at the European battle fronts.

New Joan Of Arc Stirs French Nation

Peasant Girl Has Visions Urging Her To Lead Soldiers To Victory

Paris, March 10.—In a Paris boarding house kept by nuns now lives the peasant girl who has stirred the imagination of the French by her declaration that, like Joan of Arc, she has seen visions and heard voices commanding her to rise up and guide the soldiers of France to victory and the deliverance of her country. She is Mlle. Perchaud, aged 20, daughter of a farmer of the Department of La Vendee. In accordance with the orders of Cardinal Amette the nuns will not permit her to be interviewed. One of the sisters said today:

"She is very simple and pious. To all questions she invariably replies: 'Do not ask me anything, for I must say nothing.'"

Each day Mlle. Perchaud goes to make her devotions at the Chapel of Montmartre, which contains a statue of Joan of Arc. The strictest secrecy is being maintained in regard to her by the ecclesiastical authorities.

The deeply religious feeling which normally pervades the Department of Vendee has been manifested to an unusual degree in connection with the case of Mlle. Perchaud. The girl, who always has shown exemplary piety, lives on a farm at Puy St. Bonnet, near Cholet, which has become the object of pilgrimages from many sections. At first the clergy took little note of these occurrences, but finally the Bishop of Poitiers sent a priest to interview the girl. It was then decided to send her to Paris.

Church Services

Holy Trinity Cathedral.—April 15—Low Sunday. 8 a.m. Holy Communion. 10 a.m. Morning Prayer. (Plain) 11 a.m. Holy Communion. (Sung). Anthem "Blessed word of God." Pearsall. Hymns 197, 127, 499. Preacher:—The Dean. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Arnold in A. Hymns 125, 137, 232. Preacher—The Dean.

April 18—Wednesday, 8 a.m. Holy Communion. 6 p.m. Intercessions.

Union Church.—Sunday, April 15—11 a.m.: Preacher Rev. C. E. Darwent, M.A.; Subject Altar of unhewn stone; Chant III; Anthem "Break forth into joy" (Barnby); Hymns for the men at the Front, 571, 283. 6 p.m.: Preacher Rev. C. E. Darwent, M.A.; Subject "A fire shall devor before him"; Chant, 59; Anthem "Comfort the soul" (Crotch); Hymns 533, 271, 692.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher:—The Rev. M. H. Throop, M.A.,

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. J. Salmon. Evening 6 p.m. by Rev. C. N. Lack.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Are Sin, Disease and Death Real." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Shipping Items

The I.-C. s.s. Kingsing left Tientsin for Shanghai via Chefoo and Weihaiwei on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hsinchi left Foochow for Shanghai on Thursday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The C.M. s.s Kwanglee left Hongkong for Shanghai on Wednesday.

The I.-C. s.s. Wingsang will leave Hongkong for Shanghai via Swatow today.

The C.M. s.s. Kianghsin will leave Hankow for Shanghai today.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai todoy.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Friday.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The N.Y.K. European line s.s. Kaga Maru, with mails left Hongkong for Shanghai on Thursday, and may be expected to arrive at Wayside wharf today, about 8 a.m. She will be despatched for Kobe tomorrow.

The T.K.K. s.s. Persia Maru for San Francisco, via Japan ports and Honolulu is appointed to sail from Hongkong tomorrow, and may therefore be expected to arrive at Woosung at 6 a.m. on Thursday, April 19. She will be despatched as above on the same day, and the tender conveying passengers on board will leave the Customs jetty at 5 p.m. on sailing day.

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Launch Services

TOMORROW

The launch conveying passengers to the N.K.K. s.s. Talee Maru will leave the Canton Road jetty at 11 p.m.

The tender conveying passengers to the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

The tender conveying passengers to the O.S.K. s.s. Hawaii Maru will leave the Customs jetty at 3 p.m.

Siccawei Weather Report

13.—The depression makes away, on the Pacific, across the Loochoos. High readings in Central China. Return of the monsoon. Weather improving.

14.—A few drops of rain early, then the improvement continues. Pressure still rising Constant breezes of the N. E. quadrant.

Saturday, April 14, 1917.

WEATHER.	4 a.m.	9 a.m
Bar. at Centg., mm	760.67	762.21
" inches	29.54	29.92
Variation mm. for 24 h	-5.19	-4.48
Variation mm. for 12 h	-2.29	-1.31
Wind Direction	NE	ENE
Wind Kilom per hour	17	18
Wind Miles	10.6	11.2
Temperature Cen	10.°6	12.°7
Temperature Fahr	51.1	54.8
Humidity: co	96	86
Rebu-sity 5-10	10	10
Rainfallmm.	1.0	—
Nafallinches	0.04	—

Passengers Arrived

Per N.Y.K. s.s. Yamashiro Maru from Japan:—Mr. and Mrs. G. Shillitoe and child, Mr. V. A. Nearne, and Mr. Lay Maxwell Talbot.

Per C.P.O.S. s.s. Monteagle from Vancouver:—Mr. E. L. Decourey, Mr. H. Kirchbrauer, Mr. M. R. Doggell, Mr. F. L. Kallam, Mr. and Mrs. P. S. Gardner, Mr. G. M. Jackson, Dr. P. C. Klang, and Rev. H. L. Reaves. From Yokohama:—Miss H. L. Lessak, and Mr. G. Lowder. From Kobe:—Mr. and Mrs. D. W. Lucas, and Mr. S. Ward.

Per C.M. s.s. Hsinchi from Foochow:—Bishop and Mrs. Lenio, Mrs. Perkins, Messrs. Coplin, Miner, Maltreas and Price.

Per C. N. s.s. Shuntien from Tientsin:—Mr. Rambe, Mr. and Mrs. Ellblad and Mr. Tsao.

Per C.N. s.s. Chenan from Hongkong:—Mr. G. Clarke, Mr. Clarke, Mr. Bowler, Mr. D. Cospmen, Mr. and Mrs. Heins and child, Mr. and Mrs. Mariani, Mr. V. Mariani, Mr. E. Vallesia, Miss V. Alexvans, Mrs. Lewis, and Mrs. McInnes.

Passengers Departed

Per C.P.O.S. s.s. Monteagle for Hongkong:—Mr. and Mrs. H. Y. Woodworth, and Dr D Rosenbaum.

TONE UP YOUR STOMACH.

There is no tonic for the stomach that is not a tonic for every other part of the body. But the stomach depends, as does every other organ, on the blood for its energy.

There can be no perfect digestion unless you have rich, red blood. This is scientifically true. The way, then, to tone up the stomach is to enrich the blood.

If your digestion is off and your blood is thin, there can be no question about it. You need Dr. Williams' pink pills to restore strength to your blood; in addition, use care in the selection of your diet, and the stomach trouble will take care of itself.

Stomach trouble is debilitating. Dr. Williams' pink pills are a tonic and build up the weakened system generally.

Most stomach remedies try to digest your food for you. How much better it is to tone up the stomach so that it will do its own work as nature intended. There is no pleasure in eating predigested food. Tone up your stomach, then your appetite and digestion will soon be normal. You can obtain Dr. Williams' pink pills for pale people in your locality, or post free, one bottle for $1.50, six bottles for $8.00, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

A FREE DIET BOOK, "What to Eat," will be sent you in response to a post card request to the above address.

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Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

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THE FIRST TWO EPISODES

AT THE

VICTORIA THEATRE

Mr. Lloyd George's Day

We print below a very interesting account of an average day in the British Prime Minister's life by Mr. Henry Suydam, the special correspondent of the Brooklyn Eagle.

David Lloyd George, Prime Minister of Great Britain, works sixteen hours a day.

His general routine has been to work from seven o'clock in the morning until eleven o'clock at night. There is no munition-maker or soldier in the British Armies who does more plain, honest, hard labor in one day than the Prime Minister.

The stocky Welshman who walked confidently into the executive offices at 10, Downing-street on December 8 to take command of the British Empire was not a man of unsapped physical resources, although of remarkable power of recuperation. He had behind him a record of more than two years' exhausting war-time administration: task accomplished with such speed as would ordinarily have wrecked the health and nerves of the pre-war type of English statesman, bred in the ways of indolence. Yet here are the concrete facts of the Prime Minister's daily routine:

He begins work at seven in the morning; an hour that is black as midnight during the English winter. Two large despatch-boxes filled with urgent documents requiring immediate attention are placed in the Prime Minister's personal apartments each evening by his private secretaries. He considers these on rising, either scribbling instructions on them or putting them aside for further consideration. He works for an hour and a half, and at 8.30 breakfast is served.

Breakfast in the Lloyd George household has not been conspicuously a family function during these first weeks of the new Government. One or two Ministers, officers, or economic experts are usually invited, and a lively discussion proceeds during the meal, which concludes at 9.30 promptly, when the Premier enters the executive offices and takes up the most pressing war matters that may have arisen during the night.

He is thus engaged from ten to eleven o'clock, and it may be understood that only the most important correspondence is brought personally to his attention. The corps of private secretaries who have accompanied Mr. Lloyd George through the Ministry of Munitions and the War Office divert everything possible to the heads of Departments concerned.

The War Council

At eleven o'clock promptly begins the most vital event of the day: the meeting of the War Council. The members of the small and almost omnipotent body are in daily conference with other members of the British Cabinet. Any officers of the Army or Navy, Government experts, and foreign diplomats of Allied nations are liable to be summoned for consultation; everything and anything relating to the conduct of the war is considered and discussed. While Mr. Lloyd George does not render "snap" judgments, he retains a tremendous amount of exact information, so that usually a given problem is solved with the greater speed that results from having all the leading experts in attendance while the problem is under discussion. The conference of the War Council usualy ends at two o'clock.

Mr. Lloyd George spends not more than forty-five minutes at luncheon. Officials are again invited for informal consultation. The Prime Minister does little of the talking, preferring the consecutive statements and explanations of the guests who give evidence along the lines of their own particular work. At 2.55 luncheon is concluded, and the Prime Minister is available for special conferences with distinguished visitors whose position demands that they be officially received. Callers of this character include foreign Ambassadors and Ministers, whether of Allied or neutral Powers, high officers of Allied Armies, members of Allied Ministries, and members of Parliament. There are usually fifty persons each day who ask for audiences, but the total number recived does not usually exceed ten, who are interviewed between three and 3.30 o'clock.

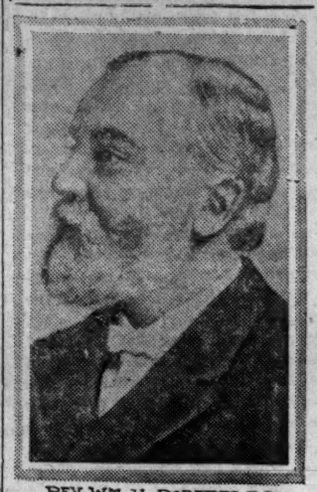
From 3.30 to 5.30 another meeting of the War Council is usually held. These afternoon meetings are now taking up and making decisions upon the most important questions of the war with regard to the military, naval, and diplomatic situations in every theater of operations. Mr. Lloyd George hears all that can be said, and he exhibits his unusual faculty for quick decision.

A Day of Comparative Rest

Between six and eight, when dinner is served, Mr. Lloyd George may have a few minutes with members of his family, may receive important visitors, or attend to his correspondence, although the meeting of the War Council often lasts until eight o'clock or even later. Dinner is occasion for further business; there are always two or three guests who know much more about specific aspects of the war than the Prime Minister and who have been asked therefore to place their information concretely at his disposal. Dinner is concluded between nine and ten o'clock. Mr. Lloyd George retires at 10.30, sleeps for about 8½ hours, and is ready at 6.30 or seven o'clock the next morning to attack the two despatch-boxes before breakfast guests arrive. He does this for six days a week. Sunday is a day of comparative rest, interrupted invariably by some emergency war matter. When able to leave town during the week-end the Prime Minister retires to a small house within short distance of London, but remains in constant telephonic communication with his secretaries at the executive offices.

It may be understood that the strenuous routine here outlined leaves no time for formal appearances in the House of Commons. In delegating the leadership to Mr. Bonar Law the Premier was not establishing a precedent; he was merely yielding to an obvious necessity for concentration.

Presbyterian Union Movement Growing



REV. WM H. ROBERTS, D.D.

The overture of the Presbytery of New York with reference to union between the Presbyterian Church in the United States of America and the Presbyterian Church usually known as the Presbyterian Church, South, brings to the front a most important matter and one vital to the interests of all the Presbyterian churches of the United States.

That the churches have been drawing closer together is certain, and that they will one day be reunited is the assured hope of many hearts all over the country.

Indeed the hope is widely cherished that one of these days all the churches holding to the reformed faith and the Presbyterian government will be united as one body.

In this connection it is well to note that the Presbyterian Church, South, reported in 1916 248,223 communicants in its membership and the Presbyterian Church in the United States of America 1,560,000.

The Southern church is largely confined to what are known as the border and Southern States. The Presbyterian Church in the United States of America has 200,000 members in the name territory as the sister church, of whom 25,000 are negroes.

Loftus Jones, V.C. Of H.M.S. Shark

A Hero of Jutland

Destroyer that Fought a German Squadron

London—The King has approved of the posthumous grant of the Victoria Cross to Commander Loftus William Jones R. N. (killed in action), in recognition of his conspicuous bravery and devotion to duty in the course of the Battle of Jutland on May 31 last.

The Distinguished Service Medal has been awarded to the following survivors of the Shark for their services during the action:—

Stoker P. O. Charles Filleul,
A. B. Charles C. Hope,
A. B. Charles H. Smith,
A. B. Joseph O. G. Howell,
Stoker 1st Class, Thomas W. Swan,
P. O. William C. R. Griffin.

Commander Loftus Jones's widow has been able to prepare a full account of the last fight:

About 5.30 p.m. the Invincible gave orders to open fire.

The captain of the Shark (Commander Loftus Jones, R. N.) left the Invincible and took his division into action against the German battle cruiser squadron. Directly he turned to attack, a shell hit the engines, and another the bridge, which took the steering wheel out of the coxswain's hands and wounded him in the right hand. The destroyer Acasta (Commander J. Barron), seeing that the Shark was badly hit, came between the enemy's fire and the Shark, and signalled, "Can I give any help?" The captain of the Shark signalled back, "No; look after yourself." Acasta, and other destroyers, obeyed orders.

At the same time the coxswain, Griffin, said, "The wheel has gone, sir." The captain replied, "Man the other wheel." The coxswain obeyed and left the bridge, followed by the captain, who helped to connect and man the wheel. At the foot of the bridge the coxswain was wounded in the face and thrown down. He picked himself up, and, as he was going aft, he met the torpedo instructor, who said he had fired two torpedoes and thought he had got a German cruiser; and Hammel, the chief stoker, who said that the engines and steering gear were out of action. The pipe which connected up steam was blown away.

Between Two Fires

The captain, on hearing this, gave orders for all to come up on deck, go to their stations, and put out the boats. The boats were blown away as they tried to put them out. The Shark all this time was under very heavy fire. Three cruisers were firing on her at one time. She lay helpless between our own Fleet and that of the enemy, and so got as well the shots which fell short. A few minutes after the action started, the fo'c'sle and fo'c'sle gun, with gun's crew, including the officer, Sub-Lieutenant Irving Vance, were all blown away, except one man, who was badly wounded.

The captain ordered the rafts and the collision mats out, assisting in everything as he gave the orders, and cheering his men all the time. He was seen about this time to drop the confidential books overboard. He had been wounded badly in the leg when leaving the bridge, and his leg was boound up by Hammel, and later on by Filleul. The captain noticed that Griffin was badly wounded in the eye and cheek, and said to him, "Get your eye dressed." Griffin said, "There is no doctor." The doctor must have been killed; the last time he was seen he was binding up the arm of a seaman-torpedoman, who had been hurt by the explosion of the third torpedo. All the men at this torpedo-tube, except Smith, had been killed or wounded by this explosion.

The captain now went to the mid-ship gun, the other guns and everything else on the deck having been blown away, and he remained there till the end with Midshipman Smith, Petty-officer Griffin, and Ableseamen Hope and Howell. The 1st Lieutenant Donnell, Smith, A.B., Stoker Swan, and Petty-officer Filleul were passing ammunition, of which there was plenty.

Down With the Flag Flying

Hope was at the mid-ship gun from the beginning till the end of the action, and distinguished himself by his coolness and efficiency. There were more than a hundred rounds of ammunition fired from this gun. The captain was so pleased with Hope that he at one time patted him on the back said, On on, Hope, you are doing splendidly."

Ten German destroyers and light cruisers came up out of the mist at close range, about 600 yards, and all fired on the Shark. Howell was badly wounded in the leg, and a few minutes afterwards the captain had his left leg shot away above the knee. Hope rushed to him with a piece of wood, and Griffin with rope. He asked them to leave him, but Hope said, "We must do it for your good, sir," hoping they might stop the bleeding and save his life.

As the captain was sitting on the deck he said, "What's wrong with the ensign?" Hope answered, "It's shot down, sir." The captain gave the order "Hoist another!" The midshipman cleared the way, and Hope hoisted another. (There were always spare flags kept for any emergency.) The captain then said, "That's good," and appeared content. Seeing the ship was beginning to sink very quickly and a German destroyer was coming quite close, the captain gave the order "Save yourselves." The German destroyer came near, fired a torpedo into her, there was an explosion, and she sank with her flag flying.

'Let's Have a Song, Lads!'

The action lasted for about an hour and a half. There was no panic whatever, and all obeyed orders promptly and calmly. Filleau, Griffin, Smith, and Howell saw the captain in the water. He had his lifesaving waistcoat on, which kept him afloat. Filleul saw the lifebelts floating away. He gathered them up and gave them to the survivors. The captain asked him what he was doing. Filleul told him and put a life-belt round him and put him on one of the rafts. There were two other men with him. The other survivors, with the 1st lieutenant, who had not been wounded, got on another raft. The captain said, "Let's have a song, lads." The 1st lieutenant started, "Nearer, my God, to Thee," and they all sang until they were exhausted.

Some ships came into sight, and the captain asked Filleul if they were English or German. Filleul told him they were English, and he said, "That's good." These were his last words. The ships passed on, and shortly afterwards Smith saw him succumb to exhaustion. The temperature of the water was 46 at noon on May 31.

The survivors remained in the water for several hours and were picked up hardly conscious by a Danish steamer, the Vidar. When the Shark sank her oil tanks burst and covered the sea with oil.

Swedish Burial Tribute

The narrative is best concluded with the following Admiralty letter:—

Admiralty,
October 23, 1916.

Madam,—I am commanded by my Lords Commissioners of the Admiralty to acquaint you that a report has now been received that the body of your hubsand, Captain Loftus W. Jones, R. N., was recovered off the coast of Sweden, and buried at Fiskebakskil Churchyard on June 24, 1916, the funeral service being conducted by the Swedish Incumbent of Shafta.

The funeral service was choral and was largely attended, and a great quantity of wreaths and other floral tributes were sent by residents in the vicinity, the whole proceedings being marked by every sign of sympathy and reverence. The fishermen of Fiskebakskil are making themselves responsible for the erection of a monument over the grave, and have already received a sufficient sum of money for this purpose.

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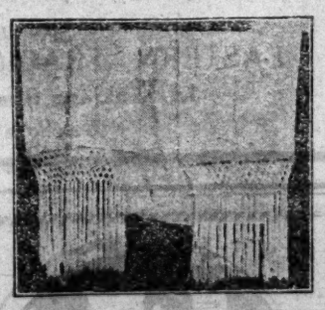

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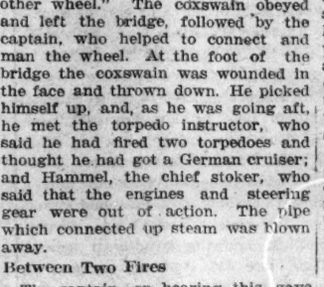

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The China Press

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CHINA PRESS Incorporated, Delaware, Publishers

DEATH

ANDREN: On the 12th April, 1917, at the Red Cross General Hospital, Eric Andren, aged 42 years. The funeral will take place at the Bubbling Well Cemetery today, the 15th April, 1917, at 4 p.m. All friends are invited to attend.

13488

A Briton And An American Get Together

"GETTING tog ther' is a small book of less than a hundred pages, but one that has in it big and important potentialties," says the New York Times. "For it is a sincere and fine-spirited effort to explain misunderstandings between the citizens of Britain and the United States, to smooth away difficulties and resentments, and persuade both peoples to try to appreciate the best in each other and 'get together' in mutual understanding of each other's present tasks and duties and achievements.

"The author's name is already well known to American readers by reason of his former book, 'The First Hundred Thousand.' He is Captain Ian Hay Beith, and before the war he was a Scotch schoolmaster. At present he is travelling in the United States as the representative of the British Government for the purpose of lecturing about the European War and the part therein of the British Empire."

Here are one or two quotations from this work which we take from the New York Outlook. It represents the view of an American who sympathises with the Allies, and tells what like-minded Americans have done.

"So the average Briton and the average American retire to a secluded spot and 'get together,'" writes Ian Hay. "The American repeats his question:

"'Why can't you people over there be a bit kinder? Why can't you consider our feelings a bit more? You haven't been over and above polite to us of late—or, indeed, at any time.'

"'No,' admits the Briton, thoughtfully, 'I suppose we have not. Politeness is not exactly our strong suit. In my country we are not even polite to one another.' (Try as he will, he cannot help saying this with just the least air of pride and satisfaction.) 'But I admit that this is no reason why we should be impolite to other nations. The fact is, being almost impervious to criticism ourselves, we naturally find it difficult to avoid wounding the feelings of a people that is particularly sensitive in that respect.'

"'Very well,' replies the American. 'Now, we wan't to put this right, don't we?'

"'We do,' replies the other, with quite un-British enthusiasm. 'No one who has spent any time as a visitor to this country could help—'

"'Why, then, tell me,' interpolates the other, 'What is at the back of your country's present resentful attitude towards America?'

"The Briton ponders.

"'Didn't some one once say,' he replies at last, 'that "he that is not for us is against us"? That seems to sum up the situation. We on our side are engaged in a life-and-death struggle for the freedom of the world. We know that you are not against us; still, considering the sacredness of our cause, and the monstrous means by which the Boche is seeking to further his, we feel that you have not stood for us so out and out as you might. Only the other day your Government announced that, in their opinion, it was time that both sides stated plainly what they were fighting for. Now—'

"The other checks him.

"'Don't you go mixing up the officially neutral American Government,' he says, 'with the American people, or the American people with the inhabitants of America.'

"'You say that America has not helped you very much? Let us consider the ways in which America could have helped. Military aid? Well, of course that is out of the question so long as we remain neutral, as we agreed just now we certainly ought to remain. Still, there are more than twenty-five thousand American citizens serving in the Allied armies today. Did you realise that?'

"'I did not,' says the Briton, interested.

"'Well, it is true. There are battalions in the Canadian army composed almost entirely of men from the United States. Others are serving in the French or British armies. Then there is the American Flying Corps in France.'

"'Yes, I have heard of them. Who has not? Proceed.'

"'Industrial help, again. We are making munitions for you night and day. It is true that we are being paid for our trouble; but the cost of living has risen almost as much here as in your own contry. Also let me tell you that we are making no munitions for Germany, and would not do so, money or no. The same with financial help. Loan after loan has been floated in this country for the Allied benefit. How many loans have been raised for Germany? Not one! That is not because German credit is so bad, but because no true American will consent to lend his money to such a cause. Believe me, the attempt has been made, and strong influence brought to bear more than once, but the result has been failure every time.

"'Red Cross work, again. There are hundreds of Americans driving ambulances for the Allies today, and hundreds of American women working in Allied hospitals. There are complete hospital units over there, equipped and maintained by American money and American service. Have you ever heard of the Harvard Unit, for instnce?'

"'Vaguely. Tell me about it.'

"'Well, I mention the Harvard Unit because it was about the first; but others are doing nobly too. Let Harvard serve as a sample. At the outbreak of the war Harvard put down ten thousand dollars to equip and staff the American Ambulance Hospital in Paris. Then in June, 1915, Harvard took over one of your British base hospitals, with thirty-two surgeons and seventy-five nurses. That hospital has been maintained by Harvard folk ever since; they go out and serve for three months at a time. Harvard also sent an expedition to fight typhus in Servia. Harvard's casualty list, in consequence, has grown pretty long. Not a bad record for one neutral university, eh?'

"'I knew nothing of all this. People at home must be told,' says the Briton, earnestly.

"'Or,' continues the American, we can take the work of the American Ambulance Field Service. The American Ambulance Field Service with the Armies of France has carried over seven hundred thousand wounded since the beginning of the war; their sections and section leaders have been sixteen times cited for valuable and efficient work; fifty-four of their men have been given the Croix de Guerre for bravery, and two the Medaille Militaire. Three have been killed in the Service. The Society has at present over two hundred ambulances at the front, besides staff and other cars attached to different sections.

"'Now a word concerning war relief societies in general. (There's more to hear than you thought, isn't there?) I cannot possibly give you details about them all, because their name is legion. For instance, this printed list contains the names of a hundred and ten such societies, and there are others. As you see, it covers Armenian, Belgian, British, French, Italian, Lithuanian, Persian, Polish, and Russian relief enterprises of every kind. . . . "

The American goes on to tell much more that the individual American is doing, and winds up thus:

"'You'll tell the folks at home, won't you? It hurts us badly to be regarded as cold-blooded opportunists.'

"'Trust me; I'll tell them!' says the Briton, warmly.

"And the Get-Together ends."

Wesleyan's Work In Warring Countries

COLLEGE MEN have found an ample field for volunteer-service in the European countries. Their work has been mainly humanitarian, though some have been with the combatant lines. Harvard and Yale and Princeton number long lists from their rosters in service as ambulance-drivers; but Wesleyan University, in Middletown, Conn., has had a larger number of men in the Y. M. C. A. work among war-prisoners than any other American college. Furthermore, so Mr. Carl F. Price writes in The Wesleyan Alumnus, "no college yielded financial assistance to this work so promptly or (up to the present writing) so generously as did Wesleyan in her gift of over $5,000." The story of the work of Wesleyan's men in the field can not yet be adequately told, because, "in the first place, their own lips are sealed by the Governments by whose grace they are permitted to serve humanity." Nor could they, if they tried, ever "measure the far-reaching effect of the magnificent work they are doing." The foremost of the Wesleyan group is Archibald C. Harte, '92, who is field-general of the work of the International Young Men's Christian Association among the war-prisoners "on both sides of the long, tortuous line of trenches that divides Europe into two hostile camps." Almost no other man on the European map has his entree into the households of European monarchs. "He travels in all countries freely because he has the confidence of all."

"This has made him in a certain sense the international interpreter of the whole situation, and thereby to a degree he has been able to create a working basis for co-operation, not only between belligerent nationalities but also between Roman Catholic, Greek Orthodox, and the most pietistic types of Evangelical Churches. These Churches, because of their national and international intimacies, have been unable to do the work that the Young Men's Christian Association under Dr. Harte's strong, diplomatic leadership is permitted to undertake.

"The Y. M. C. A. has sixty-one men working among prisoners in the war-countries. The one man in each country where the Y. M. C. A is operating who is in charge of the work there reports directly to Dr. John R. Mott, in New York. But Dr. Harte moves among them all, advising, cheering, and also securing governmental favor for this great humanitarian work. . . . . .

"Through the Y. M. C. A. there have come into the almost despairing lives of these prisoners American charitable enterprise and freshness of thought and sympathy. At first the Y. M. C. A. workers are only indifferently tolerated, but before long they are welcomed. Huts are erected for the prisoners and by the prisoners. Educational work is started among them. Many of these prisoners are students or faculty members of the universities. Thus, among the prisoners themselves are often found the most efficient teachers for classes in manual work, vocational training, and academic courses, from grammar and arithmetic all the way up to philosophy and theology. Religious services are held. Every possible encouragement is given them to 'buck up,' as it was expressed by one of the Y. M. C. A. workers. Thus in the name of Christ there lives are cheered and in some degree at least their sufferings are alleviated.

"Dr. Harte first made his headquarters with the World's Committee of the Young Men's Christian Association in Geneva, Switzerland. His central office now is in Copenhagen, Denmark, though, like the nomadic bird, the huma, he is on the wing most of the time. In October, after a brief furlough in this country, devoted to arousing a greater interest among Americans in his work, he returned to Denmark and is now 'somewhere in France,' or 'somewhere in Germany,' or elsewhere west or north or east of Suez."

Another Wesleyan man, Robert F. Leonard, surrendered the prospect of taking his baccalaureate degree with honors in 1916 to go to Siberia, and is now in Krasnoyarsk, near the European frontier-line, working in the great war-prison there. Here are educational classrooms and a library, besides well-equipped rooms for tailoring, shoemaking, carpet-making, and the handicraft school. There are 652 students engaged on twenty-five different subjects. Still another Wesleyan alumnus, Edgar MacNaughten, '04, is the Senior Secretary for the War-Prisoners' Aid of the Y. M. C. A. in Austria and Hungary.

David Garrick used to say that the eloquent Methodist preacher Whitefield could make one weep just by pronouncing the word "Mesopotamina"; another Methodist William G. Chanter, writes from th land itself a letter that may have something of the same effect:

"It wasn't till August 16 that I arrived here, but I was at work the next day in charge of a tea-garden where hot, tired, and thirsty Tommies could rest, read papers, listen to a graphophone, and drink tea or pop. Before the week was out (the 16th was Wednesday) new experiences had accumulated. Making Arab coolies work, building a brick foundation for a steel water-tank, loading native boats with stores and machinery by quite inefficient manpower, were only a few of them.

"Any or all of these things may be a part of the day's work for the Army Y. M. C. A. Secretary in Mesopotamia. And after a day replete with such varied activity he may have a lecture to give, a prayer-meeting to lead, or a concert to manage. On Sundays he has from one to three services in his charge.

"This week I have turned over the tea-garden to others and am going to Amara, about eight miles farther up the river, to work in the hospitals. Distribution of comforts, the provision of entertainment by phonograph and cinematograph, and, above all, definite personal work with individuals give any man who is among the sick and wounded seven full days' work in the week.

"Conditions here are far from ideal. The commonest facilities for work are often entirely lacking. The climate makes attacks of fever or dysentery a fairly regular thing with most of us. Creeping things abound in incredible numbers and flying things of the insect tribe rival them for multitude. Fortunately, the heat is abating, but in August and September it was terrific. But for all that, there are great satisfactions in the work. There is the joy of winning the confidence of a dispirited and homesick lad and sending him away with a smile on his face and new courage in his heart. There is the joy of preaching the gospel to a crowd of men who, in the shadow of a world calamity, listen with a new seriousness. These are worth while."

Wesleyan has sent one man to France in the American Ambulance Service, Donald M. Walden, '16, and the story of how he gained the war-cross is thus given in The Wesleyan Alumnus:

"On July 4, 1915—fitting date for American bravery—the Germans made by daylight a surprise attack at Pont-a-Mousson in a place known as the death-hole. In that onslaught they won back in a few hours what the French had taken six months to gain. The rain of shells from the German artillery was making frightful destruction in the French ranks. In the midst of the battle, word was sent to the rear, appealing for an ambulance to carry back from the first trenches two officers and two doctors, who had been badly wounded. Volunteers were called for, who would risk their lives to take an ambulance to the first trenches and back again. Walden and one other promptly offered their services and soon began the race with death. Six times their ambulance was struck by shells and once a shell struck beneath the seat on which Walden was sitting as he was driving the car. In the confusion and roar of the battle they suddenly discovered that they were almost upon the first line of the German trenches. Never did a car make a quicker, sharper turn. A hundred yards from where they turned they came upon the desired trench and found their four wounded men, who were tenderly lifted into the ambulance and hurried back to the rear to receive the necessary medical attention that saved all four lives.

"Not long afterward, six Americans were decorated with the French war-cross for bravery and fidelity to duty, the first Americans to be so honored; and among them was Donald Walden and his companion on this wild ride."

He went to Europe with the Harvard Corps in January, 1915, we are told, being stationed where the heavy fighting taxed the capacity of the American Ambulance Corps to the limit. "We have been unable to secure from him the story of his brave act, which won the war-cross; but from other sources, thoroughly reliable, the story has come."

Mortality Among Theologians

DEPLETION in the ranks of the Catholic clergy in Germany through losses on the battle-field have been particularly large. The Catholic Tribune (Dubuque, Iowa) gives the first bill of particulars that have come under our notice. The situation in Germany, it thinks, finds its parallel in the rest of the warring countries, especially in France, where thousands of priests are in the battle-line and hundreds have been killed. We read:

"Before the war the Archdiocese of Cologne had 450 students of theology, now there are 90; Paderborn had 250 as compared with 24; Treves, 230, now 70; Rottenburg, from 30 to 40, now 6. For the Bavarian dioceses and archdioceses the same proportion obtains: Augsburg, 140 to 15; Bamberg, 47 to 29; Eichstatt, 87 to 21, among th se being 5 Bulgarians; Munich, 97 to 8; Freising, 174 to 29; Passau, 80 to 8; Ratisbon, 185 to 18; Speyer, 65 to 4; and Wurzburg, 90 to 6. The few who remain have nearly all been dismissed from military service on account of sickness or serious wounds. Of the theologians from Bavarian dioceses 128 have been killed at the front.

"These figures convey a gloomy message, as most of the German dioceses were short of priests before the war. Moreover, the upper classes of the schools from which the seminaries usually receive their candidates have been almost done away with by the war. For instance, the Seminary of Rottenburg will not have any ordinations to the priesthood in 1918, as there is no fourth class in the Catholic theological department of the high school in Tubingen."

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When Words of Comparison Fail You

ONE day Frank J. Wildstach, New York theatrical man, was reading a political story. Being interested, he bought several papers, all of which agreed in informing him that "the news had spread like wildfire." He sought out a journalistic friend. "Is there no other way," he asked, "in which news can spread?" The journalist had never heard of any, so Mr. Wildstach sought a publisher. "I want a dictionary of similes," he demanded. He was told that there was none. Forthwith he decided that there would be. That was in 1894, and now, in 1917, there is.

A compilation of comparisons drawn from such varied sources as the Bible and Mr. Josh Billings—that is Mr. Wildstach's work, recently published by Little, Brown & Co., of Boston. And its object? "It is very hard to find a good simile when one wants one," said George Moore, the novelist. Mr. Wildstach chose this complaint as the motto for his treasury of 15,000 similes drawn from the best literary sources. Here are appended a few of the most striking that meet one in a perusal of the book:

DOING business without advertising is like winking at a girl in the dark. You know what you are doing, but nobody else does.—*Anon.*

About as much chance as a man with a wooden leg in a forest fire.—*George Broadhurst.*

Bob up like the hammers of a piano.—*Dickens.*

A house without books is like a room without windows.—*Henry Ward Beecher.*

Busy as a cross-eyed boy at a three-ring circus.—*Rex Beach.*

Calm as the society columns of a newspaper.—*Anon.*

Casually as John Drew counting the house.—*Irvin Cobb.*

About as much chance as a Prohibition candidate in a Democratic ward.—*Harry Cross.*

Cold as an enthusiastic New England audience.—*Anon.*

Costly as an election.—*Pierre de Coulevain.*

Coughed like a cow who finds feathers mixed with hay.—*Balzac.*

Cowardly as a mob.—*Anon.*

Crooked as a snake with the colic.—*Samuel Hopkins Adams.*

Difficult as to forgive the virtues of our enemies.—*Anon.*

His speech was like a tangled chain; nothing impaired but all disordered.—*Shakespeare.*

Eager as a cry forlife.—*George Meredith.*

Earrings like chandeliers.—*Thackeray.*

Expressionless as a cheese.—*Anon.*

He faded away like a pound of soap in a hard day's wash.—*Anon.*

Flat as an excuse.—*Sydney Munden.*

Freer than a jailer.—*Shakespeare.*

Friendless as an alarm clock.—*Anon*

Ghastly as a laugh in hell.—*Thomas Hardy.*

Grand as a floor-walker.—*O. Henry.*

He had a hand like a bunch of bananas.—*R. F. Outcault.*

Irritating as a hundred needles forgotten in an armchair.—*Daudet.*

Law is like a sieve; it is very easy to see through it, but a man must be considerably reduced to get through it.—*S. G. Morton.*

Lies like truth.—*Shakespeare.*

Love, like a cough, can't be hidden.—*Anon.*

Some men are like musical glasses—to produce their finest tone you must keep them wet.—*Coleridge.*

Men, like bullets, go farthest when they are smoothest.—*J. P. Richter.*

Great men are like meteors. They glitter and are consumed to enlighten the world.—*Napoleon.*

Modest as a squash.—*Anon.*

Out of place as a faro layout in a Sunday school.—*Alfred H. Lewis.*

Rosy as a victorious candidate.—*George Meredith.*

Robbers are like rain; they fall on the just and the unjust.—*Josh Billings.*

Scandal, like dirt, will rub out when dry.—*Sir T. Bernard.*

Silent as the growth of flowers.—*Aphra Behn.*

Single as the sun.—*Swinburne.*

Sly as a submarine.—*Anon.*

As sprightly as a jumping-jack in the hands of a man with St. Vitus's dance.—*Anon.*

Stale as the hot rolls dug out of Pompeii.—*Anon.*

As straightforward as a tile falling on your head.—*Joseph Conrad.*

Success is like sunshine—it brings out the rattlesnakes.—*Paul Morton.*

Tuneless as a bag of wool.—*George Eliot.*

Unemotional as a frozen flounder.—*George Broadhurst.*

Worked like a miner in a landslide.—*Anon.*

Wrinkled like a raisin.—*Anon.*

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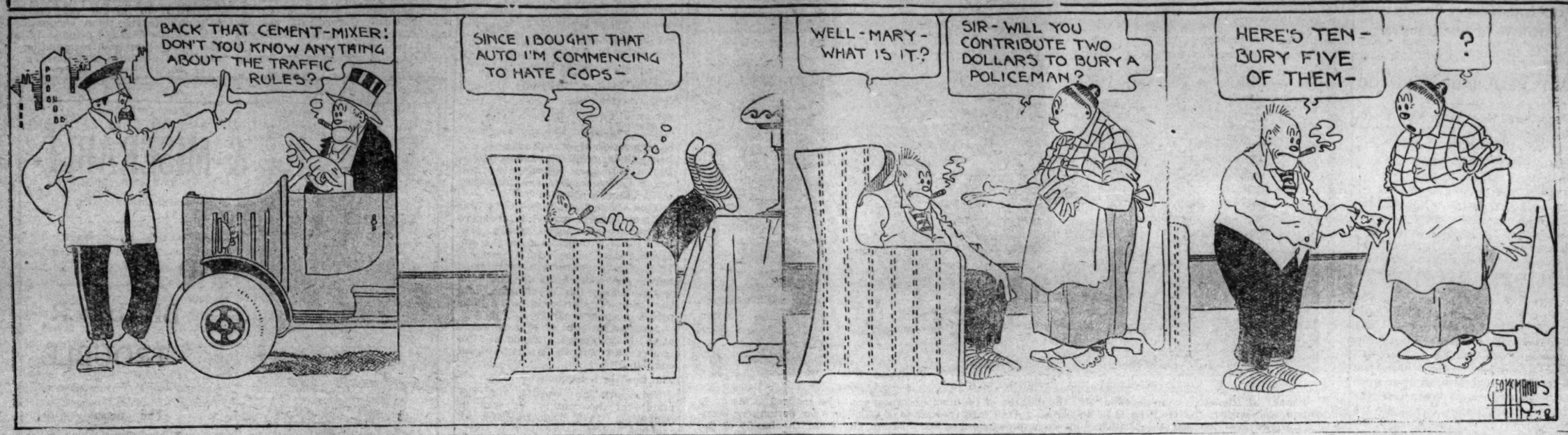
Bringing Up Father — By George McManus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GEO MCMANUS

Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

War Is Making Inventors Of The Women In England

By Garrett P. Serviss

One of the unanticipated results of the great war noted by a leading patent agent in London is a sudden stimulus to woman's inventive ability. The English woman, it appears, is coming forward as an inventor, and proving herself a capable competitor with her brother in mechanical ingenuity. She is not contriving new war engines, but new labor-saving devices for use in the home. Nevertheless it is the war that has induced this activity by depriving households of servants, who have gone to the munition factories and to the front, thus throwing upon the hands of the women left at home more work than, unaided, they can do.

Even the women servants have been taken to the war factories, so that it is the mistresses of family who have to supplement the strength and cunning of their hands with aids discovered in the corners of their heads. They are learning the lesson that Aladdin's wonderful lamp was simply a symbol of the hidden power of the human brain, which can perform miracles of achievement if its possessor will only rub it hard enough.

I regret that my informant has not told just what some of the new inventions of the English women are. He simply says that, including a few relating to motor-cars, aeroplanes, and commercial objects, they have lately increased in number to as many as 500 in twelve months. I take it that a considerable number relate to the home-making of women's apparel, and to the production of toys and amusements for children, whose normal demands cannot be neglected, even when the breath of war is sweeping over a land. The London patent agent, through whose hands many of these things have passed, says:

"There is always a lucrative field for women inventors in improvements in household utensils and any device to economise material and save labor, and the American women were the first to recognise this. Simple improvements in articles of everyday use form the most valuable patents, as they are easy to manufacture, and are most readily taken up by the different trades. Here is a great future for women inventors."

What this Englishman says about the inventiveness of American women was extorted by the simple truth. They have lived in an atmosphere of invention, and have, from the start, been free from the conventional restraints which have hampered and paralysed their foreign sisters. They have, in the field of invention, acted as gleaners of the wisps left by the harvesters, and yet their rewards have sometimes exceeded those of the heavy reapers.

I remember that in a small city where I lived in my university days there was a handsome mansion, belonging to a woman who had constructed it from the proceeds of her invention of a new toy kitten to amuse children. If I am not mistaken it was a woman who invented the doll that closes its eyes when lying down and opens them when sitting up, and from it reaped a fortune, besides contributing an additional joy to child life. Even Edison did not think it beneath him to invent a "phonograph doll."

There is hardly a single kitchen utensil that could not be improved, or replaced by a better one. Think how long the old fashioned broom filled houses with dust before the roller principle, and after that the suction principle, was applied. There is nothing abstruse about any invention of this class. To be successful they need only to meet a universal want, or hit the popular fancy. Invention begins at home. It is immediate and personal need that awakens it.

Of course in the case of some invention of world-wide importance, like the electric light, the inventor may begin by considering the needs of others, and so may attack the problem from the outside, but the vast majority of ordinary inventions—which are not always the least profitable—are the result of sparks struck off in some mind perplexed by instant and pressing personal necessity, or hardship.

This is the source of the flood of household inventions ascribed to the English women today. And these things will not be lost. They will remain after the immediate necessities that produced them have passed by, and household work will never again be just what it was before.

An invention is always a revolution, little or great, and after it is made people do not drop back again to the former level. As far as its scope extends an invention emancipates those to whose work it applies. They have gained freedom. Just so much labor has been lifted from human shoulders. Just so much time has been gained for the tireless spirit of man to extend its explorations.

The wildest of fallacies is the fear that unlimited development of labor-saving inventions will leave workers to starve. The lands where famines rage are the lands without machines. Woman's emancipation will march at the same pace with the development of her inventive faculties as applied to her own home needs.

MORE H. C. BUNNER TALES

Practically a Complete Collection in This Uniform Edition

By the addition of two volumes, making four in all (Scribners), the new uniform edition of H. C. Bunner's short stories is made practically complete.

"'Short Sixes' and the Suburban Sage" and "More 'Short Sixes' and the Runaway Browns" are the general titles of the new volumes, which contain between them about forty tales. Mr. Bunner was distinctly an American story teller, and his works answer the severest test to which such offerings can be put. Written to times, occasions and the periodicals of nearly a generation ago, they read true and livingly to the readers of today. They are issued in attractive volumes and in the type of agreeably large face.

Topics In Brief

Very soon now any submarine that approaches New York Bay with hostile intent will be subject to seizure for display at Coney.—*Newark News.*

A policy of frightfulness necessarily presupposes that every one else will observe the rules.—*Wall Street Journal.*

In spite of the fact that the Colonel has offered his services and those of his four sons, it might be well to look to our other defenses.—*Charleston News and Courier.*

"God only knows where we will land if this country enters the war." says Congressman Mann. Probably at Dunkirk or Havre.—*Chicago Tribune.*

Among the vessels sunk was a Peravian bark.—*News despatch.* The underseas campaign will proceed with increased bitterness.—*Philadelphia North American.*

As we recall it, George Washington wasn't opposed to entangling alliances when Ben Franklin was signing up France as a utility out-fielder.—*Boston Transcript.*

Some of our pussy-footing statesmen from Hyphenville don't seem to realise that if we got into this war there wouldn't be any more German-American vote to be afraid of—*Boston Transcript.*

These Socialists who proclaim that rather than serve in the Army they would face a firing-squad fear that they might be shot if they helped to defend the country, and know that they will not be if they refuse.—*Philadelphia North American.*

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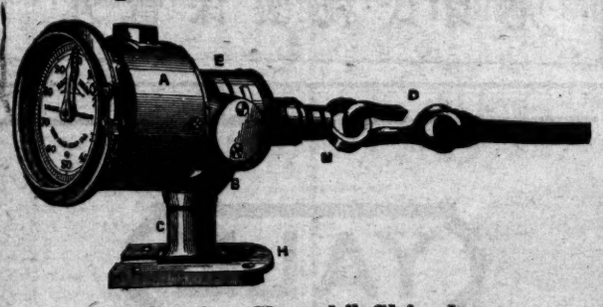

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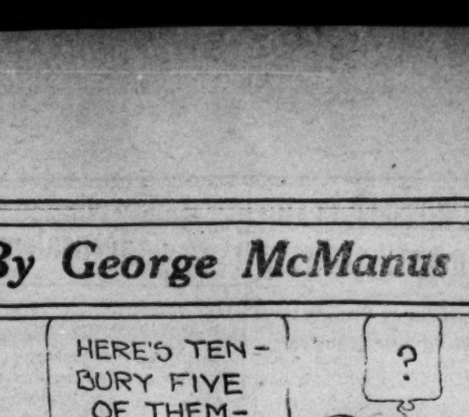

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LINDSAY RUSSELL GLAD OF WAR WITH GERMANY

President of Japan Society Says It Will Weld Americans Into Stronger Nation

MAY HELP INDUSTRY, TOO

Prominent New York Man Visiting Tokio Praises Work Of Judge Gary

Tokio, April 8.—"I'm glad of it! The war will be the making of the American nation!" This was the comment of Mr. Lindsay Russel, prominent American and President of the Japan Society of New York, when informed yesterday of the declaration of war against Germany.

"While the moral benefit of the war against Germany cannot be doubted, I have been led to believe that a war would actually increase the marvelous prosperity which we have already enjoyed I was told by big bankers just before I left New York that our trade and industry would flourish if war with Germany came. It will stir the sluggish elements in our national life, and put new vigor into our industries along with our national character."

Other Americans Couldn't Come

Mr. Russell, who, besides being the founder and president of the Japan Society, is a lawyer of New York with a wide acquaintance and influence, arrived at Yokohama by the Korea Maru for a visit of several weeks to this country, Korea and China. He is accompanied by Mr. W. G. Bibb, also of New York. Mr. Russell's visit to Japan, which has been looked forward to by those interested in the furtherance of a sound understanding between Japan and the United States, has been undertaken in connection with the work of the Japan Society. According to the original plans, Mr. Russell was to have been accompanied by Mr. Darwin P. Kingsley, president of the New York Life Insurance Company, and Mr. A. Barton Hepburn, president of the Chase National Bank of New York. These, with Mr. R. Ichinomiya, general manager of the New York Branch of the Yokohama Specie Bank and Mr. Russell were to have made a party to tour the Far East in the interest of closer relations between the interests these gentlemen represent in America and men of similar standing in Japan. On account of the war Mr. Kingsley and Mr. Hepburn are unable to make the journey now. Mr. Russell said yesterday that it was hoped that they would come to the Orient next autumn.

"The visit of this party was to have been a follow-up to the trip made by Judge Elbert H. Gary last summer," said Mr. Russell. "I believe that exchanges of visits by men of such position are a great factor in creating a sound basis for friendship between nations. Such men are able to get the attention of their own people after they return from their pilgrimages. The ordinary apostle of peace and good relations may come home and talk, but his audience cannot be a wide or thoroughly convinced one. But the influence of Judge Gary has been great. His reputation as a conciliator and his great constructive mind have gained him the attention of the people and respect for his views.

Trade, Travel and Investment

"Trade, travel and investment are the bases on which firm international friendships must be founded. My society aims to promote trade between Japan and America, to encourage travel to and from the Orient and to bring about the investment of American capital in enterprises here.

"In this connection I am convinced that one of the best signs in international affairs is the tendency for Americans and Japanese to co-operate with regard to trade and the development of China. Co-operation in China will remove one of the possible sources of friction between the two nations, and form a new tie to maintain their friendship. I do not represent directly any American financial interests, but am merely trying in a general way to promote an understanding between American and Japanese business and financia' leaders."

War Won't Affect Plans

This joint economic program now being framed by financiers of Japan and of the United States will not be affected by the declaration of war by the United States against Germany. This statement was made yesterday by Dr. Yeijiro Ono, vice-president of the Industrial Bank of Japan, who returned to Japan after a visit of several months in America, where he has interviewed leading Americans in regard to co-operation in the development of the natural wealth of China.

While Dr. Ono declined to make any definite statement with regard to the fruits of his mission, which is understood to have been undertaken in connection with the proposal to make the reconstruction of the Grand Canal in Shantung a joint American Japanese enterprise, he expressed himself as well pleased with the results of the trip. He said that he had gained the attention of several prominent men and they had received his proposals favorably. Among those with whom he conferred was Mr. Willard D. Straight, vice-president of the American International Corporation.

The attention of American investors is turning toward the Far East, said Dr. Ono, who expressed the opinion that the aims of Americans with regard to China are purely non-political. He said he had been gratified to note the willingness with which Americans listened to proposals for co-operation with Japanese in Chinese investments.

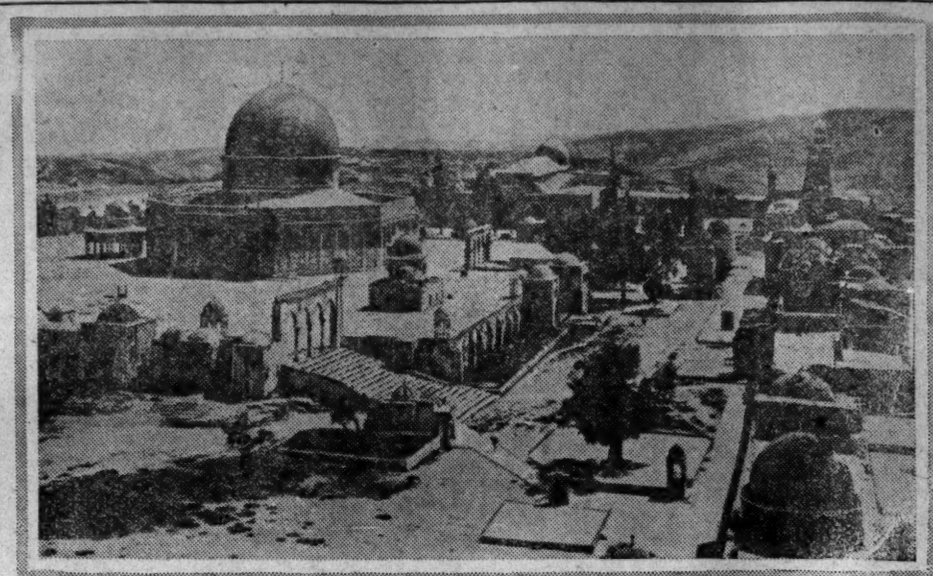
Americans, Dr. Ono said, are looking to China, South America and Russia as the fields pre-eminently suitable for the investment of American capital. He expects New York to be the foreign investment center of the world when this war is over.

Most of the leading business men of America, he declared, believe that the present prosperity of the United States will be enhanced, rather than lessened, by a conflict with Germany.

Dr. Ono said that the fight which America will wage against the Kaiser will be one for peace. He expressed admiration for the unselfishness of the American attitude toward the struggle. He believes that universal service will be adopted in the United States shortly, and that this measure may be followed by a nation-wide prohibition law.

Another prominent Japanese financier who returned by the Korea Maru was Mr. R. Ichinomiya, general manager of the New York Office of the Yokohama Specie Bank, who, accompanied by Mrs. Ichinomiya, is returning to Japan for a furlough after a stay of seven years in America. Mr. Ichinomiya expressed the belief that most Japanese have been laying too much stress on Japan's relations with England. Japanese-American ties will be most important for this country in the future, he said. The financial center of the world is shifting from London to New York, and there will be the foreign investment center of the world in the future, he said.

Jerusalem Likely To Fall To The British Soon



Shades of Richard Coeur de Lion! Are the dreams of the ancient crusaders to be realised at last? Is Jerusalem, and with it the Holy Land of Palestine, to fall into the hands of Christians for permanent occupancy? Indications are that the British will wrest possession of the historic city from the hands of the Turks. This picture shows a general view of the city which was the seat of Government of the Children of Israel for so many centuries.

Changed Dartmoor

The Story Of The Prison

(From a Times Correspondent)

To the chequered history of Dartmoor a fresh chapter is to be added. Chequered it may be called, for while a war prison of the Napoleonic era could have no record comparable with that of a Newgate, a Bastille, or a Conciergerie, much of romance, of comedy and tragedy is packed into the annals of the granite pile on the cold south-west slope of North Hessary. The new chapter will center in the fortunes of certain conscientious objectors, for whom Dartmoor becomes a kind of lodging-house. Hence with no exceeding stretch of fancy one may say that it reverts to its original use as a prison of war.

It was not our first war prison. The first was at Norman Cross, near Peterborough, but in the spring of 1803 we had batches of French prisoners coming in every day, and nowhere to place them. Norman Cross was crowded; six third-rate prison ships at Plymouth were crammed. A new war prison was imperatively needed. A site was finally selected in the dreariest, coldest, and foggiest region of Dartmoor; three or four better sites lay to hand. Government having accepted the lowest tender, there was bound to be trouble over the contract; and the work (the roughness of which is visible today in portions of the boundary wall) dragged on from the winter of 1805 to May, 1809, when the first draft of 2,500 men marched up from Plymouth. It was a cruelly cold place for Frenchmen (no fires in winter!); there was much sickness, there were many deaths. It was a century ago, and the art of management of which at this day we are proud was undeveloped; but, all allowance made, it is shocking to think that over 10,000 French prisoners of war died in our English jails.

What in the circumstances is rather wonderful is the fine behavior of these French. Life in a war prison submits character to the sharpest test. It is an existence of material ugliness. It is terribly and endlessly monotonous. It is for most prisoners the poverty that often means real hunger; for though at Dartmoor the food was usually good, there was never enough of it. The whole existence is artificial, subject to perpetual and tiresome restraints; and, to sum up (and here is the chief count against it), a war prison is an overcrowded city without women.

The French Occupants

To this unhappy mode of living the majority of the Frenchmen at Dartmoor adapted themselves in splendid style. There was duelling, of course, for a war prison of those days bred quarrels as it bred fleas. There were breaks for liberty; but escape is the business of the prisoner of war; and the flight of Vanhille from Dartmoor is famous. In the main, however, the Frenchmen settled down and shaped their lives to their conditions. Dartmoor was transformed, to the extent that native genius could effect the change, into a French town. Many little trades rose and flourished, and polite callings—dancing and deportment—did not languish. The comedies of Moliere were acted with accessories simpler than those of his own provincial days. The social evil of the place was gambling; and, since few of the prisoners had little more to stake than their clothes, this diversion reduced to sheer nudity some scores of unfortunates, who had to ascend in shame to a cockloft called the Capitol, whence they took their nickname of Romans.

In course of time came the Americans. Early in 1813 we had 1,700 American prisoners. Their numbers at Dartmoor swelled to 5,000, and within the double ring of masonry there were now about as many French: between 9,000 and 10,000 in this narrow space, where nobody knew anything of comfort or ever had enough to eat. From the first the Americans were disaffected, and small blame to them. They came in as paupers, and had to sell their garments to buy food from the French, with whom they never attained to a friendly footing. Presently, through the American agent, Beasley, they got an allowance of three-halfpence a day; and when this was augmented by a penny they were affluent, and held their feast of Independence Day. Our own Government was never generous to them, and they owed us no gratitude.

This romantic episode in our military history, involving, if regard be had to the negro prisoners, at least three nations, came to the end decreed by peace. By February, 1816, the convalescents had been moved from the hospital. The bolts were shot in the great gate, and the rest of Dartmoor as a war prison proper is silence.

After an interval of 30 years some of the buildings were leased in 1846 to a certain "British Patent Naphtha company."

The Convict Settlement

Transportation ceasing in the middle of the century, it was in September, 1850, that the first 59 convicts had been received at Dartmoor. From that period to the present the history of Dartmoor, as Mr. Thomson observes, is the history of the modern system of penal servitude. The establishment is half-factory, half-farm; lying in a desolate, mist-sodden tract, where the sun breaks through for a few weeks every year. Here for the most part come those whom authority regards as the "worst" criminals, albeit the population is marvellously mixed, ranging from university man and Cockney to lascar and Caucasian. In general, the Dartmoor convict has been little known to the public. The prisoner in the dock of the Old Bailey whose case fills the newspapers is usually treated as a "star class" men, and sent elsewhere. In 1850 the staff included only 16 warders. It rose year by year to about 230 of all ranks.

Now opens the new chapter. The Prison Commissioners have placed Dartmoor for a time at the disposal of the Home Office Committee for the housing of men exempted from military service. The convicts in the prison, a relatively small number, will be transferred to Portland and Parkhurst. The newcomers will not live in idleness at their country's expense. Government will not treat them so unkindly. The curse of all the older prisons, those of the French Monarchy, our own, and the rest, was the utter stagnation of life in them. The prisoner rotted unemployed. The conscientious objectors at Dartmoor will be tasked, and for this they should be grateful. To punish them would be to shut them within the granite wall and forbid them occupation. They will be engaged principally on land cultivation and reclamation—traditional activities of Dartmoor.

WEAK, ILL & MISERABLE

WITH KIDNEY AND BLADDER TROUBLE

The person with kidney and bladder trouble hardly knows what it is to be without a backache or headache, or to enjoy a good night's sleep.

They cannot stoop, they cannot walk far, the least exertion brings on a heavy, dragging pain in the loins and sides.

Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

Kidney and bladder troubles are indeed hard to bear. They make life a misery, and endanger the health of the whole system, for when the kidneys are ill they cannot filter the kidney poisons out of the blood.

Doan's Backache Kidney Pills are a special kidney and bladder medicine, for men as well as women. They heal the kidneys and gently help them to take out the urinary poisons which make so many men and women weak, ill and miserable.

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MOSQUITO BOAT FLEET ASKED BY NAVY BOARD

American Experts Urge Immediate Construction Of Fast Motor Craft

EDISON IS LIFE PRESIDENT

Improvements in Submarines, Torpedoes and Engines Are Recommended

New York, March 11.—Immediate construction of a flotilla of armed high speed motor boats for the protection of the country's coast and its shipping was recommended yesterday at the annual meeting of the Naval Consulting Board in the Engineering Societies Building, 29 West Thirty-ninth street. The vessels, it is understood, are to be of the same type as those now used by the British Admiralty to combat the submarine peril.

England put afloat 550 of these vessels in 500 days. If the Navy Department adopts the recommendation of the naval board it is believed that through the wholesale duplication of parts this record can be eclipsed. The cost of them would be met out of the emergency fund of $500,000,000.

With war's menace enhanced by the decision to arm merchant vessels it became apparent at yesterday's meeting of the consulting board that they have gone far in the work of preparing for the situation. An experimental station site has been found on the Atlantic coast and will be available within a short time.

Board of Inventions Created

The Council of National Defence has named the members as a board of inventions to inquire into all suggestions made for the army and navy. Thus far they have received approximately one hundred suggestions a day and all these are being sifted. Those found at all feasible have been or will be given trials.

Reports have been filed by the members for improvements in submarines, torpedoes and internal combustion engines. Hudson Maxim has contributed many important recommendations for the betterment of big gun construction.

It is foreseen by the members that the main danger to this country in the event of war will not be a fleet bombardment, but attacks by submarines. Therefore the board has filed reports on the development of new devices for the detection and location of submarines and the defence of vessels against torpedo attacks. Another recommendation that has been made to the Navy Department is that the Government investigate and make a trial of a new type of light mosquito craft.

Edison President for Life

Complete quietus was put upon the rumors that Thomas A. Edison has resigned from the board. As proof that he is in full accord with the board the announcement was made that he had been elected president for life at yesterday's meeting. One of the members said afterward that Mr. Edison is devoting himself exclusively to the defence work. He is giving up eighteen out of every twenty-four hours to the discovery of new principles and already has forwarded fourteen reports to Secretary Daniels.

He could not find it possible to attend yesterday's meeting. There were present Lawrence Addicks, Dr. L. H. Baekeland, W. L. R. Emmet, Dr. Peter Cooper Hewitt, who is vice-president; A. M. Hunt, Dr. M. R. Hutchison, B. G. Lamme, Hudson Maxim, Spencer Miller, Joseph W. Richards, Andrew L. Riker, Thomas Robins, secretary of the board; M. B. Sellers, Frank J. Sprague, B. B. Thayer, W. L. Saunders, chairman; Dr. A. G. Webster, and Dr. W. R. Whitney. The absentees were Blon J. Arnold, Alfred Craven, Elmer A. Sperry, Dr. R. I. Woodward and Howard E. Coffin.

Yesterday's morning session was given up to reports from committees. The most important of these related to ordnance and explosives and to special problems. The afternoon was devoted to the meeting of the board as a whole. A statement of the proceedings given out afterward follows in part:

"The board today accepted the recommendations of Mr. Addicks and has started in with a station for special experiments on the coast of the United States. Dr. Whitney, the head of the research laboratory of the General Electric Company; Mr. Lamme of the Westinghouse Company, Elmer E. Sperry and A. M. Hunt are specially directed by the board to take charge of certain functions of this work with Mr. Addicks. A special committee was appointed, of which Dr. Baekeland is the head, to conserve the raw material of optical glasses.

"A new committee on metallurgy was appointed with Prof. Richards of Lehigh at its head.

Submarines Specially Discussed

"The subject of submarines received a great deal of attention. Reports were made on methods of improvement of torpedoes and on the development of internal combustion motors. Hudson Maxim made a report on improvement in methods of constructing large guns. Certain recommendations for important experiments relating thereto were approved.

"Important reports were made on developing new methods of detecting and locating submarines and defending vessels against torpedo attacks. The following resolution was adopted:

"The Naval Consulting Board is unanimously of the opinion that a large fleet of light draught, high speed motor boats, built preferably of wood because of the opportunity it gives for quick construction and carrying guns, should be provided at the earliest possible moment for the protection of the coasts and harbors of the United States and vessels travelling thereon.

"The committee on special problems has started in to make experiments on underwater detection by electric, magnetic and electro-magnetic means.

"Capt. W. S. Smith, representing the Secretary of the Navy, was present. He expressed to the board on behalf of the Secretary the gratification at the progress that the board has shown in connection with the problems confronting the navy today."

Will Speed Chasers

Washington, March 10.—Plans for the immediate construction of a large number of submarine chasers for use by the navy in coast patrol work will be discussed with motor boat builders at a conference called by Secretary Daniels to meet here Monday.

The Navy Department has designs for several types of chasers, ranging from thirty foot boats up to big, swift craft more than a hundred feet in length.

Naval officers generally have favored the larger boats—a boat 110 feet long. Small boat builders have not done commercial work of that size to any great extent, however, and it may be necessary to order several types in order to get quick delivery.

It has been estimated that the first chasers could be constructed in two months or less and that duplicates could be produced at the rate of thirty to fifty a week thereafter.

On Monday also the major shipbuilding companies will furnish the Secretary with written statements of their capitalisations, contracts, plant plans and other data necessary to distribution of the navy building program under the speeding up requirements recently authorised by Congress.

U.S. Marine Wins Honor Medal For Brave Act

SERGT-MAJOR WINANS'S MEDAL OF HONOR

Washington, March 14.—For displaying extraordinary heroism in a battle with rebels in Santo Domingo, Sergeant-Major Roswell Winans, U. S. Marine Corps, has been decorated with the Medal of Honor, the highest award of merit attainable by an American military or naval man.

Winans operated a machine gun against the enemy, only 150 yards away, in the face of a heavy fire, to which he was fully exposed. When a jam put the gun temporarily out of commission he stood up, coolly repaired it, and kept firing until the bandits deserted their trenche

rine Corps officials say Winans' prompt action saved the lives of many of his companions.

'The Pictures'

Photography By Plane

By 'Wings, R. F. C.'

"Hi! Jimmy. Go and get your flying kit sharp; we're off to the war again as soon as possible."

The tall observer, strolling up the path to the mess, turns as he hears the shout and inquires amiably, "What's the racket now, old thing? Another shoot?"

"No; photography this time. Richards went up to take our area yesterday; the camera jammed when he had only done half, and I've got to finish the job. So hustle up, the machine is all ready, and the C.O. panting for us to start."

Jimmy turns away, with a regretful glance toward the mess, murmuring, "Funny how impatient majors usually are! No time for a drink, I suppose?"

"No, not a second."

"Oh, all right! What a horrible war it is!" And he disappears into his hut in search of leather coat, helmet, and goggles.

Five minutes later, when they are both seated in the machine and waiting to start, his mind seems still to be occupied with thoughts of nourishment in some form as he turns and inquires, "Got any chocolate? You can have some of mine if you haven't."

"Thanks muchly. I will! But don't throw all the silver paper in my face as you usually do. Yesterday so much rubbish came flying past my head at one time that I thought there must be a Hun somewhere shooting chunks off the old machine."

"You must learn to put up with these little worries," replies Jimmy airily. "However, if you fly nicely I'll think about it."

The roar of the engine puts a stop to any further conversation, and soon they skim off the ground and start on their job.

* * *

For about half an hour they sail upon and down behind our lines, climbing steadily, both taking a keen interest in any movement on the ground below.

Presently a German machine crosses over to our side at a great height and is at once surrounded by clouds of smoke from our bursting "Archies." They look up and watch him, but he finds it too hot for comfort, and, swerving round, goes back again, soon fading away in the dim distance.

After a while Jimmy passes over a note: "What height are we?" And the pilot, after scribbling an answer on the back and adding: "What about that chocolate?" hands it back.

A moment later another scrap of paper changes hands on which is written, "Have eaten it all."

The pilot scowls and then smiles sardonically. The machine suddenly begins to roll and wallow in a most disconcerting manner.

Jimmy, never a good sailor, stands it for a few moments, and then, thinking it time this sort of thing stopped, puts up his hands, one of them holding a large bar of nut chocolate, while his lips form a soundless cry of "Kamerad."

The pilot receive the peace-offering with a grin of satisfaction and the machine proceeds on an even keel.

Up to now the flight has been more or less of a joy-ride, but, the machine having reached the necessary height for taking the photographs, the work begin in earnest.

The pilot hands over a brief note, "Am going over; keep your eyes open," heads the machine towards the lines, and then concentrates his attention on his map and the ground below him.

The observer gets up and looks over his machine gun and its mounting to see that all is working smoothly, and then keeps a sharp watch on the sky all round for hostile aircraft. The aeroplane is travelling but slowly, against a strong head-wind, so that attacking Huns will have the advantage of swooping on our friends down wind, and how great that advantage is the man on the ground can hardly realise.

The pilot scans the country beneath him carefully, and, when directly over some landmark that he has chosen from his map as roughly in the center of the area he wants to take, he releases the shutter.

A few swift movements and the exposed plate is changed for a fresh one, which is similarly exposed over the next point.

So they gradually work farther over the lines until nearly all the plates are used. The last two have to be taken over a difficult bit of ground which appears to be nothing more than a few shell-marked fields, and the pilot finds it hard to get any central point to fly over. He finally decides on a point where two tracks meet by a hedge, and is maneuvering to get over it, when the German "Archie" gunners, thinking it time they had something to say on the subject, burst four high-explosive shells one after another all round the machine.

He starts, looks swiftly round, and then banks the machine over, swerving away none too soon from the curling bals of smoke.

Again he works up towards the chosen spot, twisting and turning among the bursting "Archies," and this time manages to take the photograph successfully.

Only one more is left, but before there is time to take it Jimmy suddenly jumps on his seat and grabs his gun, pointing to a machine that has appeared, apparently from nowhere, and is diving down on them from the side.

There is a brief stuttering of a machine gun, and the attacker has gone again as suddenly as he appeared, having no desire to carry on a prolonged fight since he has failed in the first attempt.

Jimmy sits down again, and the pilot begins once more to make for his final objective, which is reached without any further adventure except an occasional "Archie."

* * *

At last the job is finished, and, swinging round, they make for our lines again. Just as they cross them a shell bursts quite close, and a second later the pilot feels something small and hard graze past his ear.

Instinctively his hand goes up, but almost at the same time he sees the grinning face of his observer watching him, and realises that what he thought was a steel splinter was merely a well-aimed piece of silver paper that once covered some of the indispensable chocolate.

Ten minutes later they land again in their aerodrome, and the camera and box of plates are borne away by a waiting mechanic for the latter to be developed and printed.

"Quite a nice trip, eh?" says Jimmy, clambering out of his seat. "I spotted that 'Archie' battery firing, and we'll get some of our own back for this sometime," examining a broken strut and torn fabric of one plane.

"Did you really? Good work. He shall get it hot some day. Now come and have some lunch," and they stroll off to the mess again.

* * *

Three-quarters of an hour later an exultant Jimmy rushes into the ante-room where his pilot is reading the two-days-old paper. "The C.O. is horribly bucked with your efforts, old man. Jolly good set of pictures."

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH dep.	10.31	..	12.21	13.48	15.52	19.41	2. 0
CHANGCHOW dep.	11.22	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG dep.	12.09	8.08	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.52	8.59	15.57	7.18	18.32	..	6.06
NANKING arr.	14.15	10.56	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	$15.30	T.P.R Second Day	..	..	..	..	..
TSINANFU dep	8.06		..	..	..	..	..
TIENTSIN arr.	18.31		..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R		Night Express R.S.
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep	..	..	..	..	5. 12.00		..
TSINANFU dep.	..	..	..	..	20.31	T.P.R Second Day	..
PUKOW arr.	..	..	..	..	23.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.20	15.55	23.00
CHINKIANG dep.	..	9.05	9.52	12.59	16.01	18.25	1.06
TANYANG dep.	..	9.57	10.51	13.40	16.38	19.19	..
CHANGCHOW dep.	6.20	11.14	12.23	14.52	17.38	20.30	3.04
WUSIH dep.	7.31	2.02	13.44	15.53	18.31	..	4.13
SOOCHOW dep.	8.46	13.50	15.08	16.55	19.28	..	5.15
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.00

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	12.30	14.00	16.20	18.10	20.45	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	16.20	17.25	20.00
KIANGWAN dep.	7.22	8.42	11.12	12.57	15.07	16.47	18.37	21.12	KIANGWAN dep.	6.28	7.48	10.16	12.24	14.11	15.41	17.36	20.11
SHANGHAI NORTH arr.	7.30	8.50	11.20	13.05	15.15	16.55	18.45	21.20	WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	20.39

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei dep.	....	8.10	9.25	0.35	....	14.34	....	....	....
Lunghwa Junction dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sungkiang dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai dep.	....	10.03	11.58	13.33	....	16.15	18.57	....	....
Kashing dep.	7.20	10.35	12.36	14.16	....	16.46	19.20	....	....
Yeh Zah dep.	8.08	11.14	13.20	15.16	....	17.21	....	....	....
Chang Au dep.	9.00	11.49	14.04	6.10	....	17.55	....	....	....
Hangchow dep.	10.38	12.53	15.26	17.47	....	18.54	....	....	....
Zah Kou arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14.15	16.00
Hangchow dep.	....	....	....	7.15	8.40	....	9.33	14.40	16.35
Chang Au dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah dep.	....	....	....	8.52	10.40	....	12.30	15.57	18.50
Kashing dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.49
Kashai dep.	....	....	8.00	10.05	12.00	....	14.47	17.01	....
Sungkiang dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction dep.	*8.35*	*9.55*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction dep.	....	....	....	11.44	14.07	..	17.22	18.32	....
Siccawei dep.	....	....	....	11.53	14.17	....	17.32	18.42	....
Jessfield dep.	....	....	....	12.01	14.26	....	17.41	18.51	....
Shanghai North arr	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	....	9.40	12.20	....	17.15	....
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow.....	dep.	7.45	10.05	12.50	14.55	17.40	18 50
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02
Zah Kou.....	arr.	....	9.25	11.55	...	17.00	....	Kon Zen Chiao..	arr.	3.13	10.35	13.18	15.23	18.05	19.15

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, April 14, 1917.
Money and Bullion

	Tls.
Gold Dollars Bank's buying rate @ 84=Tls. 1.19 @ 72.4=	Mex. $1.64
Mex. Dollars. Market rate...	72.15
S'hai Gold Bars: 978 touch...	—
Bar Silver	—
Copper Cash	1778
Sovereigns:	
Buying rate @ 3/5½=Tls.	5.78
Exch. @ 72.4=Mex. $	7.99
Peking Bar	301
Native Interest	.04

Latest London Quotations

Bar Silver	36 3/16d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London ....Fr.	27.21
Ex., N. Y. on London T.T. $	476½
Consols ..... £	—

Exchange Closing Quotations

London	T.T.	3-5¾
London	Demand	3-5 15/16
India (nominal)	T.T.	256½
Paris	T.T.	473½
Paris	Demand	474
New York	T.T.	82¾
New York	Demand	82⅞
Hongkong	T.T.	68¼
Japan	T.T.	61¾
Batavia	T.T.	203

Bank's Buying Rates

London	4 m-s. Cdts.	3-7 5/16
London	4 m-s. Docy.	3-7 5/16
London	6 m-s. Cdts.	3-7 11/16
London	6 m-s. Docy.	3-7 11/16
Paris	4 m-s.	492½
New York	4 m-s.	85⅞

CUSTOMS HOUSE EXCHANGE RATES FOR APRIL.

Hk. Tls. 5.18 @ 3/5 5/16	£1
" 1 @ 481½ =	Francs 5.36
" 1 No quotation	Marks *4.38
" 1.09 @ 82⅝	Gold $1.00
" 1 @ 62	Yen 1.80
" 1 @ 15*	Rupees 2.90
" 1 @ 2.88	Roubles 3.21
" 1 @ 1.50	Mex. $1.50

* Nominal.

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, April 14, 1917.

Official
Langkats Tls. 18.00
Ewo Cotton (Ord) Tls. 150.00
Shanghai Cotton Tls. 118.00
Anglo-Javas Tls. 10.20
Gulas Tls. 7.90
Kroewoeks Tls. 18.00
Shanghai Pahangs Tls. 1.80
Shanghai Lands Tls. 82.00

Sharebrokers' Association
Transactions

BUSINESS DONE
Shanghai, April 14, 1917.

Official
Java Consolidated Tls. 20.25 cash
Langkats Tls. 17.75 April

Direct
Telephone Tls. 85.00 cash
Anglo-Javas Tls. 10.25 April

Singapore Rubber Auction

Singapore, March 28 and 29.—Following were the prices realised at the rubber Auction this week:—

Sheet:	per picul $
Smoked Fine Ribbed... @	161/155
Smoked Good Ribbed... "	154/136
Smoked Fine Plain..... "	146/134
Smoked Good Plain.... "	130/126
Unsmoked Fine Ribbed. "	124
Unsmoked Good Ribbed. "	114
Unsmoked Fine Plain... "	130/120
Unsmoked Good Plain.. "	109/100
Crepe:	
Fine Pale Thin..... "	160/153
Good Pale Thin ..... "	153/141
Good Pale Blanket..... "	139/131
Good Brown Blanket... "	127/123
Fine Brown ..... "	139/120
Good Brown ..... "	120/106
Good Dark ..... "	107/ 84
Barky ..... "	93/ 52
Scrap:	
Virgin and Pressed..... "	111/ 68
Loose ..... "	90/ 45
Sheet:	
Cupwashing ..... "	111/ 95

Catalogued for sale Pcls. 13,810 (about 822 tons).
Sold Pcls. 9,840 (about 586 tons).

At the start of our auction yesterday, bidding was very slow, and sales were effected at last week's prices. After a while the demand improved, and before noon the top prices of the sale, viz: $160 for Fine Pale Crepe and $161 for Fine Ribbed Smoked Sheet, were paid. The average prices were about $158 for both grades. Little interest was taken in Unsmoked Sheet of which only few lots were sold. Medium and lower grades of Crepe met with a better inquiry, but even in consideration of an average improvement of $2 on the week, prices in general were still rather poor.

The auction was continued today, and prices for good lots of Standard Grades were well maintained. The interest in lower grades fell off towards the close of the auction.

(Meyer and Measor).

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Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

March Rubber Outputs

	lb.
Alma	22,000
Amherst	3,540
Anglo-Dutch	51,500
(Coffee, 400 piculs)	
Anglo-Java	118,700
Ayer Tawah	28,500
Bukit Toh Alang	13,522
Batu Anam	20,084
Bute	10,946
Chempedak	9,569
Chemor	16,944
Cheng	13,475
Consolidated	37,265
Dominion	38,041
Gula Kalumpong	105,132
Shipped to London. 79,872 lb.	
Cocoanuts ..... 207,000 nuts.	
Rainfall ..... 18½ inches.	
Java Consolidated	57,100
Kamunting	14,614
Kapala	5,312
Kapayang	9,880
Karan	8,406
Kota Bahroe	40,918
Kroewoek	26,900
Langkat	50,551
Padang	21,700
Pengkalan	11,537
Repah	7,500
Samagaga	9,320
Semambu	10,202
See Kee	8,462
Senawang	27,000
Shanghai Kelantan	11,262
Shanghai Klebang	8,283
Shanghai Malay	16,252
Shanghai-Pahang	15,700
Shanghai-Seremban	6,053
Shanghai-Sumatra	44,150
Sua Manggis	19,043
Sungala	5,550
Sungei Duri	12,930
Taiping	10,450
Tanah Merah	23,700
Tebong	66,000
Ulobri	4,675
Zlangbe	51,300

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FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 1,800,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
HongkongPenang		Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserves ..... Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling, £1,500,000 @ 2s. $15,000,000
Silver 18,500,000
$33,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Hon. Mr. E. Shellim.

Chief Manager
Hongkong—N. J. STABB.

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Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

Roubles.
Capital (fully-paid) 55,000,000
Reserve Fund 24,600,000
Kpg. Tls.
Capital Contributed by the Chinese Government ... 3,500,000
Reserve Fund 1,743,000

Head office: PETROGRAD.
Paris Office: 9, RUE Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special acilities for Russian Exchange.

Foreign Exchange on the principal ities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Pp Capital ..... $ 300,000.00
Reserves ..... $ 10,000.00
Deposits (Dec. 31, 1916) $1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollors, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities, Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months a the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminser Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ..Yen 48,000,000
Capital Paid-up .... " 30,000,000
Reserve Fund ..... " 20,500,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:

Antungsien	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dairy	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Head Office:
National City Bank Building
60 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

Capital paid-up... U.S.	$3,250,000.00
Reserve and Undivided Profits	3,931,774.11
U.S.	$7,181,774.11

Branches at:

Bombay	Hongkong	Singapore
Calcutta	Kobe	S. Francisco
Canton	London	Tientsin
Cebu	Manila	Yokohama
Colon (P.C.Z.)	Medellin	Peking
Hankow	Panama	Shanghai

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special service of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO, BAHIA-BRAZIL.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT upon terms which can be ascertained on application.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up Capital—
Guilds 60,000,000 (about £5,000,000)
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital. Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum.
On Deposits in Dollars ac ording to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital .....H.$2,000,000
Susbcribed and paid up Capital .....H.$1,371,500
Reserve Fund .....H.$ 120,000
Investment reserve fund H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

IUKUUN,
Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 600,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH
1, Kiukiang Road

Capital (Paid-up). Yen 15,000,000
Reserves ..... Yen 1,720,000
Deposits ..... Yen 120,000,000

President, Baron K. SUMITOMO.

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Fukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED.
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

Sailed from Shanghai

For London, etc.		
Antilochus	Mar.	8
Atsuta Maru	Feb.	17
City of Corinth	Feb.	20
Hitachi Maru	Feb	25
Ivo Maru	Mar	11
Kitano Maru	Apr.	13
Miyazaki Maru	Mar.	30
Tsuruga Maru	Feb.	18
For Marseilles, etc.		
Cordillere	Feb.	21
For New York		
Tokiwa Maru	Mar.	31
Toyooka Maru	Feb.	1
For San Francisco, etc.		
Ecuador	Apr.	1
Nippon Maru	Apr.	2
Shidzuoka Maru	Apr.	2
Shinyo Maru	Apr.	5
Tenyo Maru	Mar.	9
Venezuela	Mar.	4
For Seattle		
Yokohama Maru	Feb.	19
Tamba Maru	Mar.	13
For Tacoma		
Canada Maru	Feb.	7
Justin	Feb.	17
Mexico Maru	Apr.	8
Manila Maru	Mar.	6

Vessels To Arrive

	Sailed	*Due
From San Francisco, etc.		
Korea Maru	May	1
Persia Maru	Apr.	19
Siberia Maru	May	15
Tenyo Maru	May	20
Venezuela	May	5
From Tacoma		
Panama Maru	Apr.	1
Chicago Maru	May	23
From Seattle		
Yokohama Maru..	Mar., 30	Apr. 28

BUSINESS AND OFFICIAL NOTICES

Shanghai-Sumatra Tobacco Co., Limited.

NOTICE TO SHAREHOLDERS.

With reference to the recommendation of Shareholders that a further issue of 6,500 shares (one new share for every two old shares) at Tls. 50 per share should be made at a favourable time NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from the 23rd to the 30th April, 1917, both days inclusive and that the new shares will be offered to those Shareholders on the Register on that date.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 13th April, 1917.
13467

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.
Shanghai, March 5. 1917.

Customs Notification.

No. 872.

WITH reference to Customs Notification No. 871 regarding the exportation abroad of Shanghai Mill Flour, detailed instructions have now been received from the Inspector General. A fee of $0.40 for each 50-lb. bag of flour exported is payable to the Superintendent on application for the *Huchao* necessary for shipment.

The general permission now granted may be withdrawn, if necessary, on notice of 21 days being given.

F. S. UNWIN,
Commissioner of Customs.

Custom House,
Shanghai, 13th April, 1917.
13475

For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

For inspection apply to:
STIRLING FESSENDEN,
3 Hongkong Road.
13291

KIANGNAN POULTRY EARM

Foreign and Native Eggs for sale. Absolutely Guaranteed as New-Laid.

PRICES

Foreign Eggs for setting	$2.75 for 12
Foreign Eggs for table	1.00 for 35
Native Eggs, first-grade	1.00 for 60
Native Eggs, second-grade	1.00 for 70

Chung Hsin Road (just opposite the S. N. Railway station)
(近寶山路任申興路口).

Drink Sparklis' Pure Aerated Waters

sterilized by the latest process
THE ULTRA VIOLET RAYS
Sweet waters 75 cts. per doz. Soda, pints 50 cts. per doz.
Manufactured by
THE SPARKLIS AERATED WATER FACTORY, LTD.
No. 76 North Szechuen Road. Tel. North 255

TSINGTAU, NORTH CHNA

The Finest Summer Resort in the Far East.

Grand Strand Hotel
(Formerly Strand Hotel)
Grand Hotel, Grand Hotel Annexe

Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.

Excursions to Battle Fields Good Roads. Lovely scenery. Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels. Unexcelled Cuisine, Highest Comforts, Moderate Charges.

For all information please apply to T. HIBLEY, Manager.

MIKASA & COMPANY

JAPANESE SILK STORE

have removed to the more commodious premises at No. 43a Bubbling Well Road (Arts & Crafts Building), where they are showing a new and well-assorted line of all kinds of Silk Goods.

13241

Chew! Chew! Chew!

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.
12848

V. K. SHEN & SON

The New Specimen and Sales Rooms at 237 Nanking Road (Lloyd Road) have now been opened.

We solicit investigation of our facilities for the equipment of exclusive homes, in a manner consistent with culture and refinement.

TELEPHONE NUMBERS: 1710 and 5546

V. K. SHEN & SON

The Geographical and Topographical Society

OF CHINA
8B PEKING ROAD
(Opposite Chinese Post Office)

Following works now in preparation:

1. The NEW PLAN OF PEKING with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF CHIHLI PROVINCE which will be included.
2. THE WHANGPOO RIVER WHARF AND GODOWN PLAN which will be used in connection with a Block Book of individual wharf and godown plans, published in conjunction with this work.
3. The NEW PLAN OF CANTON with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF KWANGTUNG PROVINCE.
4. THE GREAT ATLAS OF CHINA scale ONE INCH TO A MILE compiled especially with the support of the members (Honorary) of the above Society.

RUSSIAN LADY DENTIST

MISS GAUHMAN undertakes and guarantees to give satisfaction in dental work of every description. Thoroughly up-to-date dental parlor. Only the best modern devices used in dental work.

Consulting hours: 9 to 12 and 2 to 6.

20 NANKING ROAD
13147

Montford Place Private Hotel

18-19 Chaoufoong Road

ROOMS TO LET

Daily or Monthly

Rates on Application

'PHONE 1797

Tsingtau Season 1917

Four furnished houses and flats

Apply to:
Joseph Th. Monchen
3 Tientsin Street,
Tsingtau.
13296

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese and *vice versa*. Our translator is an expert with great experience Translation is guaranteed. Speediness with satisfaction a specialty. Terms, from $5.- per 1,000 words Catalogue Free For particulars address:

CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone 3.25.

INTERNATIONAL SAVINGS SOCIETY

A French Public Savings Company

Head Office: SHANGHAI
1 bis, AVENUE EDOUARD VII
(Yangkingpang)

Savings are the Making of all Great Nations

If you will not save yourselves, we will do it for you.

You pay us monthly 12 dollars, and we guarantee you a capital of at least two thousand dollars, after 13 years and 10 months payments.

Our bonds have a surrender and loan value after two years, the same as Life Insurance policies.

BUT

We give you a
Further Advantage viz.,
Our Monthly Drawings which give you an opportunity to get every month a return of from $12 to $2,000.

AUDIT

A continuons daily audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.

For full particulars, apply to the Head Office.

J. BEUDIN & M. SPEELMAN,
General Manager.

Dr. S. Nakanishi

Veterinary Surgeon

Y-A 4 Barchet Road,

wishes to inform patrons that his telephone number has been changed to North 611 from April 1, 1917.

13282

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Amendment in favour of a Dividend of Tls. 1.00 per share carried at the Meeting of Shareholders held at Shanghai on 28th March, 1917, must be confirmed at the formal Meeting of the Company in Sumatra, to be held on the 28th April, 1917. This Dividend will be payable to those on the Company's Register on that date. The Transfer Books of the Company will be closed from the 21st to the 28th April, 1917, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 5th April, 1917.
13379

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Annual General Meeting of shareholders will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 28th April, 1917.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 27th February, 1917.
12390

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332.

M. CHING CHONG

Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun (象球牌) at moderate prices.

For further information, please apply to—
66-69 North Soochow Road, Shanghai.
Tel. Gen. office No. 2971
Tel. Pri. office No. 4388

Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

There has been a strong market throughout for such stocks as exist, and at the auctions, prices have mostly shown a substantial rise, especially in dyed goods. Indents for future arrival have barely formed a subject for discussion.

In the yarn section, the market has been strong, and though prices are not quotably higher on the week, there are plenty of buyers.

A generous supply of rain has fallen throughout the Yantsze valley, which has considerably brightened the previous gloomy outlook for the spring crops.

Grey Shirtings 8¼ lbs.—Market continues steady to firm but business is limited to a few small transactions—as follows:—Two Fish at Tls. 4.25, Gold Globe at Tls. 3.45, and Gold Elephant a Tls. 3.20. The auction chops advanced five candareens to a mace per piece.

9 lbs. to 11 lbs.—Prices have again ruled firm and buyers find it difficult to fill their orders owing to the scanty supplies available. Sales are returned in:—Two Stags at Tls. 5.47½. Two Horses at Tls. 5.47½, Red Cock at Tls. 5.10, and "Tsze" at Tls. 4.75. Auctions very firm.

12 lbs. 36 inches.—A sale of Soldier No. 1 is returned at Tls. 6.75. The auction goods advanced about a mace a piece.

White Shirtings.—Higher prices are being paid freely for these and a moderate business has again been done in the following:—Red Stag at Tls. 7.75, Large Dog at Tls. 7.65, Two Dragons No. 700 at Tls. 7.20, Flower No. 1 at Tls. 6.50. Cash at Tls. 6.30, Gold Dragon at Tls. 6.25, Peacock at Tls. 6.22½, and Fancy Dragon at Tls. 5.95. Auctions, though irregular, were firm on the whole.

Bleached T-Cloths.—Sales are made public in Ten Gold Cash at Tls. 6.20, and Five Eagles at Tls. 5.40.

Dyed and Fancy Cottons.—Demand is active for seasonable goods such as Lawns, and good prices are being paid. The market on the whole is strong for both private and auction chops.

Cotton.—The market for our local staple has been very strong since the Easter Holidays, prices show a marked improvement on last week's rates and a fair business has been done. Quotations todays are: Tungchow Tls. 26.00 to Tls. 17.00, Steamed Ginned Tls. 25.50 to Tls. 26.00, Four chop and Ordinary Shanghai at Tls. 25.00.

The Liverpool market has advanced, more especially Indian cotton. Reuters' recent quotations being: Middling American at 12.69d, Egyptian at 24.75d., and Bengal Cotton at 11.37d. per lb.

Local Yarn.—Market quite firm, clearances continue satisfactory, local stocks at a low ebb. The few sales that are recorded show a decided improvement in prices. 10s. Soochow Mill 300 Bales at Tls. 99.50, 100 Bales Seven Star and Temple at Tls. 99.50. 12s. 200 Bales Anchor at Tls. 104.00.

14s.—200 Bales Clouded Dragon at Tls. 104.50. 100 Bales Four Hee at Tls. 108.50.

16s.—200 Bales Anchor at Tls. 110.00 to Tls. 111.00.

Indian Yarn.—Business is confined to a few transactions made in the early part of the week at steady prices but at the close the tone of the market is very firm. Sales reported are:—

No. 10s. 500 Bales Connaught at Tls. 100.00, and 200 Bales Tricumdass at Tls. 101.00.

No. 12s. 75 Bales Lukhmidass Khimjee at Tls. 101.00, and 50 Bales Pabaney at Tls. 105.00.

Japanese Yarn.—Market practically unchanged from last week with the following business reported:—

No. 16s. 100 Bales Standing Horse at Tls. 122.00, 100 Bales Woman and Boat at Tls. 120.00, and 20 Bales Warship at Tls. 117.00.

No. 20s. 300 Bales Fisherman at Tls. 123.00.

The Semambu Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fourth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Wednesday, the 25th day of April, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 17th April to 25th April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 11th April, 1917.
13446

Shanghai Gas Company, Limited

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the Shareholders will be held at the Office of Messrs. SCOTT, HARDING & Co., 6 Peking Road, Shanghai, on Thursday, the 26th April, 1917, at 4 o'clock p.m.

The Transfer Books of the Company will be closed from the 18th April to the 26th April, 1917, both days inclusive.

By Order of the Board of Directors,
GEO. R. WINGROVE,
Secretary.

Shanghai, 6th April, 1917.
13368

Amusements

TOWA CINEMA THEATRE

PROGRAMME

for

Monday, Tuesday and Wednesday, 19th and 20th Episodes:

"THE SACRED FIRE"

"DANGER ON THE HIGH SEAS"

Thrilling and exciting incident after incident is enacted in these four parts, which mark the story as one of the most interesting pieces ever written.

Also Showing:

"ARIZONA BILL"
Wild West Drama.

"SHOT IN EXCITEMENT"
Keystone

Dress Circle Seats.....30 Cents.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 5th inst.

White Silk.—There has been a small business for Europe and market is firm especially for lower grades which are very short. America continues to show no interest.

Tsatlee Filatures.—Black Horse 1, 2, Tls. 695 av. Kung Kee Mars 1, Tls. 655/57½.

Tsatlee New Style.—Gold Horse 1, Tls. 670. Butterfly and Leaf 1, Tls 670.

Steam Filatures.—There has been a good enquiry principally for medium sort for Europe. Billiken Ex. 1, 9/11, Tls. 900 av. Flying Lizard Ex. 1, 9/11, Tls. 890 av. Flying Stork Ex. 1, 9/11, Tls. 835 av.

Tussah Filatures 8 coc.—Best grades have re-opened at Tls. 585 av. against last price, a month ago Tls. 580 av. Medium grades come at practically last week's rates.

Local Share Market

Messrs. J. P. Basset and Co., write as follows in their weekly share market report:—

Local share business continues very dull. The transactions recorded represent but a small turnover. Prices, however, remain steady on the whole. There is no feature calling for special comment.

The Stock Exchange was closed from April 6 to 9, inclusive, owing to the Easter Holidays.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

∴ ∴ AMUSEMENTS ∴ ∴

APOLLO THEATRE

Programme for April 15th.

Tonight Tonight

First Appearance of

"WALTER C. McKAY"

MUSICAL COMEDIAN

Direct from High Class Vaudeville in America. Some Singing—Some Banjo Playing—Some Talking

MUCH LAUGHTER

"HANDS FROM THE SHADOWS"
Pathe-colo Feature, 3 THREE PARTS.

A most fascinating subject, taken amidst interesting and picturesque surroundings

Pathe's British, French and American Gazettes
Depicting all the principal events

"Wiffles Advances The Time"
Humorous Comedy, by M. Prince.

"Tangles of Pokes and Jabs"
A laughable comedy.

The final two Episodes of
"THE IRON CLAW"
Will be screened at Today's MATINEE at 3 p.m.

WALTER C. McKAY will appear.

CLARKE'S CIRQUE

At Chang Su Ho Gardens

First Performance, Monday, April 16, at 9.15 p.m.

The Most Brilliant Assembly of Artists Ever Brought Together.
All Europeans

FIRST VISIT TO SHANGHAI.

Mesdames:	Mesdames:	Messrs:		Messrs:
CLARKE	MARTINEZ	MULDOON	(The Solid Man)	COSGRAVE
BENNETT	BENOSARD	MARTINEZ		BOWLER
ALEXIMEE	GIACOSI	ROBLES		CLARKE

Messrs: MULLIGAN, VINCENT & MORIS.

Boxes (6 Seats)	$ 0.-	Rear Chairs	$1.00
,, Single Seat	3.00	Circle	0.50
Front Chairs	2.00	Gallery	0.30

Children Half Price.

Booking at ROBINSON'S PIANO CO.

Afternoon Performances:
Wednesdays, Saturdays and Sundays, at 5.30

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 17	D.L.	Tacoma & Seattle	Hawaii maru	Jap.	O. S. K.
.. 18		San Francisco	China	Am	C. M. S. S. Co.
.. 19	5.00	San Francisco	Persia maru	Jap.	A T Co.
.. 28	..	San Francisco	Colombia	Am.	P.M S. S. Co.
May 1	..	San Francisco	Korea maru	Jap.	A. T. Co.
.. 6	..	Seattle, Victoria etc.	Awa maru	Jap.	N. Y. K.
.. 14	..	Seattle, Victoria etc.	Yokohama maru	Jap.	N. Y. K.
.. 15	..	San Francisco	Siberia aru	Jap.	A. T. Co.
.. 24	..	San Francisco	Venezuela	Am.	P. M. S. S. Co

FOR JAPAN PORTS

Apr 16	..	Yokohama, etc.	Kaga maru	Jap.	N.Y.K.
.. 17	6.30*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
.. 17	D.L.	Nagasaki, Kobe & Yokohama	Hawaii Maru	Jap.	O. S. K.
.. 18		Nagasaki, Kobe & Yokohama	China	Am	C.M.S.S. Co.
.. 19	5.00	Nagasaki, Kobe & Yokohama	Persia maru	Jap	A. T. Co.
.. 19	8.30*	Kobe & Osaka	Kumano maru	Jap.	N. Y. K.
.. 21	10.30*	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
.. 24	..	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N. Y. K.
.. 26	..	Nagasaki, Moji & Kobe	Hakuai maru	Jap.	N. Y. K.
.. 28	..	Kobe and Yokohama	Colombia	Am.	P. M. S. S. Co.

FOR EUROPE, INDIA, STRAITS, ETC.

May 2	..	London etc.	Hirano maru	Jap.	N. Y. K.
.. 5	..	London etc.	Fushimi maru	Jap.	N. Y. K.
.. 13	..	London etc.	Kaga maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Apr 15	A.M.	Foochow	Hsinchi	Chi.	C.M.S.N.Co.
.. 15	3.00	Swatow	Hoihow	Br.	B. & S.
.. 15	D.L.	Hongkong & Canton	Yingchow	Br.	B. & S.
.. 16	4.00	Ningpo	Hsin Peking	Br.	B. & S.
.. 16	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
.. 16	P.M.	Wenchow via Ningpo	Poochi	Chi.	C.M.S.N.Co.
.. 17	A.M.	Hongkong & Canton	Kwanglee	Chi.	C.M.S. N.Co.
.. 17	A.M.	Swatow	Hsinkong	Chi.	C.M.S.N.Co.
.. 17	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
.. 17	8.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
.. 19	8.30*	Hongkong	Awa maru	Jap.	N. Y. K.
.. 19	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
.. 20	D.L.	Swatow	Tansui	Br	B. & S.
.. 20	10.00*	Takao via F'chow & Keelung	Otowa maru	Jap.	O. S. K.
.. 21	10.30*	Takao via F'chow & Keelung	Kohoku maru	Jap.	O. S. K.
.. 24	D.L.	Hongkong & Canton	Sunning	Br.	B. & S.

FOR NORTHERN PORTS

Apr 15	3.00	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
.. 17	D.L.	Newchwang	Paoting	Br.	B. & S.
.. 17	7.00*	Dalny	Sakaki maru	Jap	S. M. R.
.. 17	3.00	Weihaiwei, Chefoo & T'tsin	Tongchow	Br.	B. & S.
.. 18	9.00*	Tsingtao	Sanyo maru	Jap.	S. M. R.
.. 19	D.L.	Newchwang	Kiukiang	Br.	B. & S.
.. 20	9.30*	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.
.. 24	0.30	T'tsin & Dalny via Tsingtao	Keelung maru	Jap.	O. S. K.

FOR RIVER PORTS

Apr 16	M.N.	Hankow etc.	Talee maru	Jap.	N.K.K.
.. 16	M.N.	do	Luenho	Br.	J. M. & Co.
.. 16	M.N.	do	Kiangyu	Chi.	C.M.S.N. Co.
.. 17	M.N.	do	Luenyi	Br.	B. & S.
.. 17	M.N.	do	Suiwo	Br.	J. M. & Co.
.. 17	M.N.	do	Fengyang maru	Jap.	N.K.K.
.. 18	M.N.	do	Yohyang maru	Jap.	N.K.K.
.. 18	M.N.	do	Kiangkwan	Chi.	C.M.S.N.Co.
.. 18	M.N.	do	Ngankin	Br.	B. & S.
.. 19	M.N.	do	Tachang maru	Jap.	N.K.K.
.. 19	M.N.	do	Kutwo	Br.	J. M. & Co.
.. 19	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
.. 20	M.N.	do	Tachi maru	Jap.	N.K.K.
.. 20	M.N.	do	Tatung	Br.	B. & S.

*A.M. M.N.—Midnght. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 14	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.	KLYW
.. 14	Foochow	Hsinchi	1385	Chi.	C.M.S.N. Co.	KLYW
.. 14	Japan	Yamashiro maru	2236	Jap.	N. Y. K.	NYKW
.. 14	Wenchow	Poochi	631	Chi.	C. M. S. N. Co.	KLYW
.. 14		Fujisan maru	1276	Jap.	M. B. K.	MBKW
.. 14	Swatow	Hsinkong	1267	Chi.	C.M.S.N. Co.	KLYW
.. 14	Hongkong	Chenan	1053	Br.	B. & S.	CNPW
.. 14	Hankow	Luenho	1520	Br.	J. M. & Co.	SHW
.. 14	Hankow	Talee maru	1126	Jap.	N.K.K.	LPDW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Apr 14	Hankow etc.	Nanyang maru	968	Jap.	N.K.K.
.. 14	Hankow etc.	Ningshao	1920	Chi.	N.S. Co.
.. 14	Hankow etc.	Poyang	1892	Br.	B. & S.
.. 14	Newchwang	Toonan	842	Chi.	C.M.S.N. Co.
.. 14	Swatow	Kaigan	1134	Br.	B. & S.
.. 14	Swatow	Taishun	1612	Chi.	C.M.S.N. Co.
.. 14	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albengs	2769	Ger.	Carlowitz	US
Apr 11	Tsingtao	Asosan maru	1221	Jap.	M.B.K.	MBKW
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	B XIII
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co	US
Apr 5	Hankow	Fengyang maru	2808	Jap.	N.K.K.	KND
Apr 9	Newchwang	Feiching	994	Chi.	C.M.S.N. Co.	KLYW
Apr 6	Hankow	Hanping	581	Chi.	H. Y. P. I. Co	HYPW
Apr 4	Chinwangtao	Kwangping	1244	Br.	K. M. A.	KMAW
Apr 11	Tientsin	Koonshing	2 80	Br.	J. M. & Co.	SHW
Apr 12	Hankow	Loongwo	2386	Br.	J. M. & Co	SHW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Mellee	1682	Ger.	Melcher	US
Mar 18	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
Apr 8	Hongkong	Nippon	4013	Sw.	E. A. C.	SHW
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus	Aus. Lloyd	B IX
Mar 25	Cruise	Stor Nordiske	790	Dan	G. N. T. Co.	7 p
Apr 11	Dalny	Sakaki maru	1346	Jap.	S. M. R.	SMRW
Apr 13	Tientsin	Tungchow	1263	Br	B. & S.	CNW
Apr 12	Hongkong	Yingchow	1992	Br.	B. & S.	CNPW

Vessels Loading

For River Ports

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Luenho, 2,868 tons, Capt. Jackson, will leave on Monday, April 16 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s str. Talee Maru, Capt. T. Honjo, will be despatched from the Pootung N.K.K. wharf on Monday, April 16, at about 12 o'clock, midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The str. Kiangyu, Capt J. Carlson, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Suiwo, 2,671 tons, Captain Sayle, will leave on Tuesday, April 17 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s str. Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, April 17, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Ngankin, Capt. Newcomb, will leave from the French Bund on Wednesday, April 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

FOOCHOW.—The str. Hsinchi, Capt. E. Hansen, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, April 16 at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s str. Hoihow, Capt. R. Ritchie, will leave on Sunday, April 15, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Stott R.N.R. will leave from the French Bund on Monday, the 16th Apr., at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

WENCHOW via NINGPO.—The str. Poochi, Capt. J. Mackie, will leave on Monday night. For Freight or Passage apply to C.MS.N. Co.

SWATOW.—The str. Hsinkong, Capt. J. Halkett, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The str. Kwanglee, Capt. A. P. Sangster, will leave on Tuesday morning. For Freight or Passage aply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s str. Chenan, Captain P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, April 17, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s str. Sinkiang, Captain Benson, will leave from the French Bund direct for the above ports on Thursday, April 19, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The str. Otowa Maru, Capt. K. Nomura, will be despatched from the Co.'s Pootung wharf on Friady, April 20, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 9 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on Saturday, Apr. 21, at 10.30 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 9.30 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

For Northern Ports

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shuntien, Captain Northcombe, will leave from the French Bund on Sunday, April 15, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Tungchow, Capt. Bennett, will leave from the French Bund on Tuesday, April 17, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s str. Paoting, Capt. P. R. Purslow, will leave on Tuesday, April 17, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

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*The s.s. Wuchang is especially fitted to handle heavy lifts Regular sailings every Tuesday, Wednesday, Friday and Sat y at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connecting at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m.

The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
P&OB	Apr. 13	Cruise	Quiros	Am g-b.				
ODW	Mar. 5	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

TIENTSIN and DAIREN via TSINGTAU.—The str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on Tuesday, April 24, at 0.30 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 11.30 a.m., on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No 4234.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Persia Maru, 9,000 tons, will be dispatched on Thursday, April 19. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For Freight or Passage apply to The American Trading Company, Agents.

For Foreign Ports

TACOMA and SEATTLE, calling at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.—The str. Hawaii Maru, Capt. J. Kanao, will be despatched on Tuesday, April 17, at daylight. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs Jetty for conveyance of passengers to the steamer, at 3 p.m. on April 16. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The s.s. Persia Maru 9,000 tons, will be dispatched on Thursday, April 19. Passengers booked to all points in America, also ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For freight or passage apply to The American Trading Company.

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S.S. "PERSIA MARU"	9,000 Tons.	April	19	1917
" "KOREA MARU"	18,000 "	May	1	"
" "SIBERIA MARU"	18,000 "	"	18	"
" "TENYO MARU"	22,000 "	"	26	"
" "NIPPON MARU"	11,000 "	June	8	"
" "SHINYO MARU"	22,000 "	"	22	"

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EUROPEAN LINE.

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	Tons		
HIRANO MARU	16,000	——	May 2
FUSHIMI MARU	21,000	——	May 5
KAGA MARU	12,500	——	May 13

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

AWA MARU	12,500	Capt. K. Hayashi,	May 6, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	May 14, 1917
KAMAKURA MARU	12,500	Capt. T. Shirai,	June 13, 1947

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	April 17
YAWATA MARU	7,000	Capt. K. Yasuhara,	April 20
OMI MARU	7,000	Capt. M. Machida,	April 21
CHIKUGO MARU	5,500	Capt. Y. Yui,	April 24
HAKUAI MARU	5,000	Capt. K. Takano,	April 28

KOBE TO SEATTLE.

SADO MARU	12,500	Capt. R. Shimidzu,	April 13

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	April 19, 1917
KASUGA MARU	7,000	Capt. S. Saito,	April 26, 1917

FOR JAPAN.

KAGA MARU	12,500	Capt. S. Komatsubara,	April 16
AWA MARU	12,500	Capt. K. Hayashi,	May 6

FOR HONGKONG.

AWA MARU	12,500	——	Apr. 19 1917

AUSTRALIAN LINE.

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			Leave Hongkong.
NIKKO MARU	10,000	——	Apr. 17, 1917
AKI MARU	12,500	——	May 15, 1917
TANGO MARU	14,000	——	June 19, 1917

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CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

September 1st, 1916, and until further notice

Mail 101	Mail 3.	Luxe 1.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4.	Mail 102
B. a.	B. a.	B. S.			B. S.	B.	B. a.
2088	836	300	0	dep. Peking arr.	2240	1950	1020
2345	1112	585		arr. Tientsin-Central dep.	1936	1700	730
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650		arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2300	. .	1040

Local 5.	Mail 3.			Tientsin-Pukow Line			Mail 4.	Local 6.
	B. a.						B. a.	
715	1130	—	0	dep. Tientsin-East arr.		—	1705	1950
725	1140	—	2.71	arr. Tientsin Central dep.		—	1635	1941
745	1200	—		dep. Tientsin-Central arr.		—	1631	1911
1138	1500	—	78	dep. Tsangchow dep.		—	1332	1508
1457	1748	—	148	dep. Techow dep.		—	1048	1158
1801	2021	—	—	arr. Tsinanfu dep.		—	806	845
7.	.	—	220	:		—	:	8.
800	2031	—	—	dep. Tsinanfu arr.		—	756	1812
1039	2231	—	286	dep. Taianfu dep.		—	601	1542
1300	038	—		arr. Yenchowfu dep.		—	342	1311
1315	048	—	318	dep. Yenchowfu arr.		—	339	1256
1554	316	—	377	dep. Lincheng dep.		—	120	1032
1816	450	—	—	arr. Hsuchowfu dep.		—	2336	810
9.	:	—	420	:		—	:	10.
630	457	—	—	dep. Hsuchowfu arr.		—	2329	2007
1155	833	—	523	arr. Pengpu dep.		—	1958	1442
1208	840	—		dep. Pengpu arr.		—	1946	1432
1637	1152	—	600	dep. Chuchow dep.		—	1648	928
1842	1300	—	631	arr. Pukow dep.		—	1530	728

Express 16.	Express 10.			Shanghai-Nanking Line			Express 1.	Express 15.
B. S.	B.						B.	B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .		1410	. .
2300	1430	. .	. .	dep. Nanking arr.	. .		1415	650
700	2130	. .	193	arr. Shanghai-North dep.	. .		755	2300

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line					
900	1340	2130	d. Yenchowfu a.		530	1110	1800	d. Lincheng a.	810	1410	2100
1040	1450	2220	a. Tsiningchow d.		638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

800 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER

Tientsin, September, 1916.

BRITISH MAY FORCE CHEAPER U. S. MEATS

Food Controller's Price Scale Is Severe Blow To American Packers

London, March 10.—A big drop in meat prices throughout the United States can be expected if today's action of the British Food Controller is carried out. Chicago meat packers and American interests dominating the meat production of the world will be the hardest hit. Under the sanction of Lord Devonport, the Food Controller of London, and the Provincial producers exchanges have drawn a list of maximum prices for all kinds of meats. It is agreed these prices will not be exceeded in the United Kingdom.

An American citizen who has lived in London for many years, representing here the big Chicago packers, has cabled the new price scale to his employers. The Chicago office has replied that the present high prices of cattle in the United States would make it impossible for the American packers to sell at the prices quoted. The reply also stated that the price scale would serve to drive them from the market.

Discussing the Food Controller's edict the Chicago packers' agent asserted it practically would bar the American meat products from all the allied countries unless an early drop in the present prices of live stock took place. He also pointed out that the British control of the world shipping was such that all American meat products could not be shipped to other parts of the world except in British ships. Permission to use these, he thought, would be unlikely if low prices prevent the shipment of American meat to any of the allied countries.

This condition also applies to the Australian and the South American live stock markets, which also are dominated by the Chicago packing interests. This situation, he continued, coupled with the large amount of meat products lying on the railroads and in warehouses in the eastern part of the United States could be interpreted only as a blow which will bring the price of meat within the reach of consumers.

This is the first clash in the open in the contest between the controlling influences of British shipping and the American meat interests. Reduced to American figures the new maximum prices above which no meat products can now be sold in the United Kingdom have been established by the controller as follows:

	Cents
English bacon	32
Irish bacon	30
Danish bacon	30
Dutch bacon	29
Australian butter	46
New Zealand butter	48
Argentine butter	45
Danish butter	48
Canadian cheese	35
American cheese	34

In the table the British prices have been computed on the basis of American money a pound.

Grecian Wheat Vessel Was Torpedoed Though Germans Were Notified

Country's Many Troubles Make Government Uncomfortable; Lambros May Quit

(Reuter's Agency War Service)

Athens, April 12.—The Greek steamer Nestos (4,060 tons), with a cargo of wheat insured for 8½ million Francs and guaranteed by the Government, has been torpedoed and sunk, although Germany was officially notified of her approaching arrival. The Greek Government has protested.

The Government is beset with political and financial difficulties, the severe shortage of revenue from the territory occupied by the Venizelists, the huge losses arising from the torpedoing by the Germans of ships chartered by the Government and also the complaints made by the Entente that the Government is fostering armed bands in the neutral zone.

M. Zaimis is likely to replace M. Lambros as Premier.

ROBINSON SHOT DOWN

(Reuter's Agency War Service)

Amsterdam, April 13.—An authoritative statement issued in Berlin says that a German air-man shot down Flight-Lieutenant W. L. Robinson, V.C., on the 5th.

ASK IRISH CONFERENCE TO SETTLE HOME RULE

Suggest Meeting of Industrial, Commercial and Agricultural Interests

(Reuter's Agency War Service)

London, April 13.—A deputation of the Committee of the Irish Conference waited on Mr. H. E. Duke, the Chief Secretary for Ireland, in Dublin, yesterday and urged that the Government should convoke Irish industrial, commercial and agricultural interests, with a view to the settlement of the Home Rule question.

RUSSIA'S SEE SIGNS OF GERMAN OFFENSIVE

Attach Significance to Captured Army Order Which Recalls Officers

(Reuter's Agency War Service)

Petrograd, April 12.—A captured German Army Order, recalling officers from leave, is regarded as indicating that a German offensive is imminent against the junction of the Russian northern and western fronts.

RUSSIAN BULLETINS

(Reuter's Agency War Service)

London, April 13.—(By wireless).—A Russian official communique reports: In the region of Ozerki, the enemy attacked and occupied our positions. Our counter-attack drove them out.

In the region of Bogorodshany, following a gas-attack which did us no damage, the Austrians were bombarded. Disorder was noticed in the enemy's first-line trenches.

Part of the Austrians retired and the remainder attempted to approach, under white flags, but were subjected to the fire of their own artillery and fled back.

CAPTURED BY A LION

Thrilling Experience of a British Trooper in German East Africa

Cape Town, January 10.—Being carried off by a lion right in the glare of a huge camp fire and in the midst of a detachment of the Fourth South African Horse, was the recent experience of John Brighton, a railroad postal telegraph clerk from the Maritzburg Post Office, who is serving with the regiment in German East Africa. A comrade tells about it in a letter home.

"We pitched camp at Saranda on the Central Railway, about four miles from the station," he writes, "and stayed there ten days. Such a place for wild animals I had not seen in all the campaign. Lions and Monkeys were the chief denizens of this natural menagerie and their roaring and chattering at night to which hyenas added their weird yelling made sleep impossible. We lay around the camp fires with rifles loaded and bayonets fixed in readiness for anything that might happen during the pandemonium.

"As we made no noise the animals, doubtless emboldened by their own and getting accustomed to the glare of the fires, drew in nearer and nearer as our stay was prolonged. On the ninth night a big share hurtled over the thornbush barrier with which we had surrounded the camp, landed as lightly as a feather, and was off before anybody realised just what had happened, taking Brighton, who had been dozing, wrapped up in his blanket, with it.

"Brighton was too astonished to yell even until the lion, for that is what it was, had carried him seven or eight yards beyond the barrier. The animal's teeth had not touched him, but had gripped the blanket and the postal clerk pulling his arms free pounded the lion's nose with all his force, wriggling and shouting as he did so. By this time, too, we were all up and starting in pursuit, yelling like mad and shooting off our rifles. Brighton's punching and the unearthly noise must have scared the lion half to death, for he dropped his captive and made off at top speed. No doubt he is still running.

"Two days later we treked down to Kilmatinde, also on the railway, and then went on to Itigi, where we took three engines, practically intact, a quantity of rolling stock slightly damaged, a pump, tanks and a splendid workshop. Two stations further up a part of our men took eighteen engines and a big lot of rolling stock.

"We were the most westerly of General Smut's advance and at Itigi we came in touch with the Belgians' advance party. The Belgian askaris' uniforms were a scream. They are just like a Natal riksha boy's dress. Some were what they call 'marksmen' and had huge gold cross guns all over their sleeves."

BEJAMINN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$665 B.
Chartered	£59 10s
Russo-Asiatic	R. 250
Cathay, ordy.	Tls. 6.65.
Cathay, pref.	Tls. 5 B.
Marine Insurances	
Canton	Tls. 375 B.
North China	Tls. 150 S.
Union of Canton	$945.
Yangtaze	$230 x.d. S.
Fire Insurances	
China Fire	$155 B.
Hongkong Fire	Tls. 332½ B.
Shipping	
Indo-China Pref.	Tls. 123.
Indo-China Def.	
"Shell"	107 s.
Shanghai Tug (o)	Tls. 16
Shanghai Tug (f)	Tls. 46½.
Kochien	Tls. 35
Mining	
Kaiping	Tls. 8½ B.
Oriental Cons.	28s. 9d.
Philippine	Tls. 0.80.
Raub	$2.15 B.
Docks	
Hongkong Dock	$124 S.
Shanghai Dock	Tls. 89 S.
New Eng. Works	Tls. 11¾.
Wharves	
Shanghai Wharf	Tls. 70 B.
Hongkong Wharf	Tls. 81½ B.
Land and Hotels	
Anglo-French Land	Tls. 83½ B.
China Land	Tls. 50.
Shanghai Land	Tls. 81 B.
Weihaiwei Land	Tls. 3.
Central Stores	$8 B.
China Realty (ord)	Tls. 50.
China Realty (pref.)	Tls. 40
Cotton Mills	
E-wo	Tls. 145 B.
E-wo Pref.	Tls. 100
International	Tls. 76 B.
International Pref.	Tls. 68
Laou-kung-mow	Tls. 80
Oriental	Tls. 44
Shanghai Cotton	Tls. 118 Sa.
Kung Yik	Tls. 13.35 B.
Yangtszepoo	Tls. 4.90 B.
Yangtszepoo Pref.	Tls. 101
Industrials	
Butler Tile	Tls. 23
China Sugar	$114 B.
Green Island	Tls. 8.55 Sa.
Langkats	Tls. 18 Sa.
Major Bros.	Tls. 5.
Shanghai Sumatra	Tls. 135.
Stores	
Hall and Holtz	$17 B.
Llewellyn	$60.
Lane, Crawford	$95 B.
Moutrie	$55.
Watson	$63¾.
Weeks	$17½ S.
Rubbers (Local)	
Alma	Tls. 11¾ S.
Amherst	Tls. 1.05 S.
Anglo-Java	Tls. 10.20 B.
Anglo-Dutch	Tls. 5.05 B.
Ayer Tawah	Tls. 36 B.
Batu Anam 1913	Tls. 1½ S.
Bukit Toh Alang	Tls. 4¼ B.
Bute	Tls. 1¼.
Chemor United	Tls. 1.47½ B
Chempedak	Tls. 12 B.
Cheng	Tls. 2.90 B.
Consolidated	Tls. 3.10 B.
Dominion	Tls. 11½ B.
Gula Kalumpong	Tls. 7.90 B.
Java Consolidated	Tls. 20 B.
Kamunting	Tls. 6½ B.
Kapala	Tls. 1.10
Kapayang	Tls. 28.
Karan	Tls. 16.
Kota Bahroes	Tls. 9¼ B.
Kroewoek Java	Tls. 18 B.
Padang	Tls. 13¼ B.
Pengkalan Durian	Tls. 10 B.
Permata	Tls. 3.80 B.
Repah	Tls. 1¼.
Samagagas	Tls. 1.05 B.
Seekee	Tls. 7¼ B.
Semambu	Tls. 1.55.
Senawang	Tls. 15
Shanghai Klebang	Tls. 0.95 B.
Shanghai Malay	Tls. 8
S'hai Malay-pref.	Tls. 13.
Shanghai Pahang	Tls. 1.80 B.
Sungala	Tls. 1½ B.
Sungei Duri	Tls. 11¾
Sua Manggis	Tls. 6½ B.
S'hai Kalantan	Tls. 1
Shanghai Seremban	Tls. 0.96.
Taiping	Tls. 2.10 B.
Tanah Merah	Tls. 1.10 B.
Tebong	Tls. 20¼ B.
Ulobri	Tls. 2½ B.
Ziangbe	Tls. 6.10 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 10 S.
S'hai Elec. and Asb.	$ 2
Shanghai Trams	Tls. 76
Shanghai Gas	Tls. 24.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30.
S'hai Telephone	Tls. 86 S.
S'hai Waterworks	Tls. 230 B.

S., Sellers. Sa., Sales. B., Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 298.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for April 12 was 82 tons and for April 13 it was 83 tons."

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 15, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Regist
Today									
Weihaiwei Chefoo and Tientsin	Shuntien	8.30*	8.30*	..	..	..	..	..	8.0 *
Europe Siberia via (Post Train)	Via Pukow		7.00*			..			5(14th)
River Ports	Kiangyung	9.00						..	9.0
Hongkong and Canton		1.30	..	..	..	..		..	1.0
Hankow (Every day)	Train		..				11.30*		10.*
Peking and Tientsin (Every day)	Train	..	..			..	5.00		5.00
Tomorrow									
Europe Via Siberia	Via Pukow	9.00	..	..	..	..	6.00	.	5.30
Hongkong			5.00	..	..	..	..	..	.
Newchwang	Paoting	9.00		..		..		..	9.00
Japan via Nagasaki	Yamashiro maru		..					9.00	8.3
River Ports	Kiangyu	9.00	..			..			9.00
Hongkong and Canton	Chenan & Kwangle	9.00		4.30	..	..	4.30	5.00	9.00
Japan Ports	Yamashiro marn	9.00	..		..				5.0
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe			5.00						.
Hankow			5.00	..	..			..	.
Ningpo	Hsin Peking	9.30	3.00					..	
Tsingtao, Manchuria and Dalny	Sakaki maru	7.00	..	..	..	..		..	6.30
Ningpo and Wenchow	Poochi	9.00	..			..			9.00
Swotow	Hsinkong	9.00	5.00	5.00	..	..	5.00	..	9
Japan Ports	Kaga maru	1.30	..	..	..	..			1.00
Japan and America	Hawaii maru	8.0	..		..			..	5.00
Tuesday, April 17.									
Europe via Siberia (Express)	Via Pukow		7.0*		..				5(16th)
Weihaiwei Chefoo and Tientsin	Tungchow	1.30	1.30	..	..	.	..	..	1.0
Japan and America	Hawaii maru	3.30		..	..	..		..	3.00
River Ports	Siwo	9.00	..		..	..		..	9.0
Wednesday, April 18									
Europe via Siberia	Via Pukow	9.00		..		..	6.00		5.30
Japan via Moji	Kumano maru	..	..		..			9.00	8.3
Hongkong and beyond	Awa maru				..	..	..	8.00	3.00
Amoy and Hongkong			5.00	..	..		..	.	
River Ports	Nganking	9.0			..	..			9.00
Amoy, Hongkong and Canton	Sinkiang	9.00	.	4.30	..	..	4.30	5.00	9.00
Hongkong and Canton	Awa maru	7.00		..					6.3
Hongkong			5.00		..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe		..	5.00	..	..	..	..	.	..
Thursday, April 19.									
Swatow	Tamsui	9.00	5.00	5.00	..	..	5.00	..	9.00
Europe via Siberia (Post Train)	Via Pukow		7.00*	..	..	..	..	..	5(18th)
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe		..	4.00	..	..	..	..	..	..
Saturday, April 21.									
Japan via Nagasaki	Omi maru	.	..	..	..	..	..	19.30*	9.00*
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe		..	9.00*	..	..	..	..	..	..

An asterick (*) denotes a.m.

C Mail closed 8.30 p.m. Registration 8.30 p.m.

E Registration 8.30 p.m. Supplementary mails closed at 7 a.m. following day.

G Letters and boxes with declared value 8.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

H Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

I Letters and boxes with declared value 9 a.m. Parcel post and money orders 8.30 a.m.

British Post office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.30 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Local Outports Mail

Permanent Notice

Destination.	Mails Close Daily. a.m.	p.m.
Shanghai-Nanking Railway.		
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00	
Soochow, Wusih, Chinkiang, Nanking and all intermediate places ...	7.30	
Nanziang & Kiatinghsien.	8.00	
Soochow, Wusih, Changchow, Chinkiang Nanking and all River ports	11.30	
Soochow, Wusih, Changchow and Intermediate places	2.30	
Nanziang & Kiatinghsien.	4.30	
Soochow, Wusih, Changchow, all River Ports and North China	9.00	
Shanghai-Hangchow Railway.		
Sinchwang, (Tsipao and Sseking) Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow)	6.30	
	and 8.00 daily.	
Shanghai-Hangchow Train.		
Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmenwan) Linping and Hangchow (also Shaoshing & Sioashan).	1.00	
Shanghai-Woosung Train.	Close Daily.	
Woosung (also Paoshan, Kiangwan & Tachang).	6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.	
Sunkiang, Kashing, Hangchow and intermediate places	2.00	
Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hanchow train, 2 p.m., Sundays only.		

Steamer.	Mails close daily except Sunday. a.m.	p.m
Ningpo, Chenhai and Wenchow	8.30	
Launch	**close daily**	
Tsungmi and Paochen	7.00	3.00
	10.45	3.00
Pehsinchen, Chakiang, Pinghu, & Chungku...	3.00	
Minghong and Nankiao..	2.00	
	11.00	
Hunchow, Nanzing and Linghu	11.00	
Minghong and Wukahong, Nankiao	3.00	
	11.00	
Haimenting and Miaochen	7.00	3.00
	10.45	3.30
Chowpu	11.00	
Tatwan, Nankwei, Fenghsien and Sinchang....	3.00	
Tachang	7.00	
	11.00	
Courier.		
Kiangnan Arsenal..	8, 9, 10, 11 a.m	12 noon.
	2, 3, 4, 6 p.m	
Siccawei & Tsipao...	8, 9, 10, 11 a.m	12 noon.
	2, 3, 4, 6 p.m	
Chwansha	7.00	
Foot Boat.		

Business and Official Notices

NOTICE

ON and after May 1st, this company will establish its own agency at Shanghai, and until further notice will continue to be located at 53 Szechuen Road.

TOYO KISEN KAISHA,
(Oriental S.S. Co.)
T. N. ALEXANDER, Agents.

Shanghai, April 11th, 1917. 13456

THE Toyo Kisen Kaisha (Oriental Steamship Co.), having established their own agency at Shanghai, the undersigned will cease to act as agents for this corporation on and after May 1st.

The American Trading Company,
W. A. BURNS, Agent.

Shanghai, April 11th, 1917. 13457

Sun Ling & Co.

Manufacturers and exporters of RATTAN AND WICKERWORK of all descriptions.

Special designs made up at short notice.

Design Books kept at the only address below.

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FOR ONE WEEK ONLY

The last opportunity to purchase at cheap prices.

Silks, Satins, Taffetas, Dresses, Carpets, Washing Rugs, Silk and Cotton Blouses, Muslins, Overcoats, Shawls, Scarves, etc.

W. ASSOMULL & CO.
4 Broadway.
(Opposite Astor House Hotel) 13212.

NOTICE

B. Dieden & Company

During my temporary absence, Mr. Lennart Tham will act as representative of this firm.

HOLDO STROMWALL,
Representative.

Shanghai, April 12th, 1917. 13460

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

Second only to "Daisy." An excellent Butter for the table.

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Excellent for cakes and pastry.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

BURTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

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COCKTAILS.
YOU SHOULD HAVE IN YOUR HOME,
GORDON DRY GIN.
GORDON ORANGE BITTERS,
CINZANO VERMOUTH
"UPPER CRUST" RYE

Send for Recipes.

Ask Bill

Garner, Quelch & Co.
Wine Merchants

The Senawang Rubber Estates Company, Limited

NOTICE is hereby given that the Eleventh Ordinary General Meeting of shareholders of this Company will be held at the Head Office, No. 38 Canton Road, Shanghai, on Tuesday, the 24th day of April, 1917, at 4 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ended 31st January, 1917, and transacting other ordinary business of the meeting.

The Transfer Books of the Company will be closed from the 17th April to the 24th April, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers

Shanghai, 13th April, 1917. 13459

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Ladies & Gentlemen of Shanghai

Please make a note of the above number in the NANKING ROAD. It is the address of

Dr. C. Cameron's Up-to-date Dental Establishment

Dr. Cameron has just arrived from New York, and his methods and systems are absolutely the latest. All work will receive his personal attention and consultations are free

No Extortionate Fees

Charges will be as low as is compatible with first-class work and satisfaction is guaranteed. Dr Cameron believes in advertising, because he knows that his work speaks for his advertising.

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First Floor

When you think of China's Richest Province, Think of Szechuen, and you will also Think of

WIDLER & CO., Chungking, West China.

Born 1915—Still Existing

Business and Official Notices are Continued on Page 13

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

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COMPLETE STOCKS ON HAND

KNAPP & BAXTER, INC.

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Spring and Summer Suits

New American Material and Styles, latest Patterns, in Small Checks and Stripes.

THOM SHING

G. 19 Tiendong Road, near Broadway

TYPEWRITERS

Underwoods
Remingtons
Olivers
Smith Premiers
Royals
Corona Portable

From **$90.00** upwards

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI: PHONE 4778

A Few Words to the Shanghai Public!

OUR Bazaar this season was an unusual success, owing to your kind patronage, and we thank you for it.

We take this opportunity to inform you that we have removed from 129 North Soochow Road, to our new premises 119 Szechuen Road (where the Bazaar was held) and will continue doing business strictly on the principle of "Small Profits—Quick Turnover."

H. G. HILL & CO.

Phone 2240. 119 Szechuen Road.
Opposite Chinese Post Office.

PREMIUM Bonds, alias Deposit Receipts of the Chinese Government, are now on sale at:

Pan-Fung-Tai, 236 Broadway.

3rd Drawing: 25th April.

If $100,000 is something for you, send us $9.50 before 20th inst., and we will give you a Deposit Receipt of 10 slips, the face value of which is $10. We will sell at $10.50 or higher after this date.

The Sin Hua Savings Bank promises and the Government guarantees repayment in full ($10) on 25th April, 1918, in case your bonds win no prizes.

Beware of counterfeits! Our bonds are all stamped.

CHUN-I-YIU-CHI & CO. 13476

DR. R. W. DONOHOE
THE AMERICAN DENTIST
11A NANKING ROAD
(ENTRANCE OVER DENNISTON & SULLIVAN)

The Yangtsze Insurance Association, Limited.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Thirty per cent, being Eighteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable, in Taels at Exchange 73, at the Chartered Bank of India, Australia & China, or the Hongkong & Shanghai Banking Corporation, Shanghai, on and after this date, to Shareholders on Record on the 6th April, 1917.

By Order of the Board of Directors
W. S. JACKSON,
General Manager.

Shanghai, 14th April, 1917. 13480

LYCEUM THEATRE

Last Three Performances

of the

Bandman Opera Company

Monday, April 16th,

Last & Farewell Performance

"HIGH JINKS"

Commencing at 9.15 p.m. sharp

Prices of Admission $3, $2 and $1.

Booking at Moutrie's. 13083

Consolidated Rubber Estates (1914), Ltd.
(Incorporated in Hongkong)

NOTICE is hereby given that the third Annual Ordinary General Meeting of Shareholders of the above Company will be held at No. 39 Nanking Road, Shanghai, on Wednesday, the 25th day of April, 1917, at 4.30 p.m., for presentation of the Report of the Directors, and Accounts to the 31st December, 1916.

The Transfer Books of the Company will be closed from Monday, 16th, to Wednesday, the 25th April, 1917, both days inclusive.

By Order of the Board of Directors,
CHINA REALTY CO. LTD.
Secretaries & General Manager

12426

Conseil d'Administration Municipale de la Concession Francaise de Changhai

Ecole Municipale Francaise.

La rentrée des classes pour le 3e trimestre est fixée au Lundi, 16 Avril, à 9 heures du matin.

Par ordre,
Le Secrétaire p. i.
P. LEGENDRE.

Municipal Council of the French Concession

French Municipal School.

The re-opening of classes for the third quarter is fixed for Monday, April 16th, at 9 a.m.

By Order,
(sgd.) P. LEGENDRE,
Acting Secretary.

13484

SITUATIONS WANTED

EXPERIENCED office assistant and bookkeeper, neutral, knowledge of shipping, insurance, &c., open for engagement. Hard worker. Apply to Box 403, THE CHINA PRESS. 13487 A 17

A WELL-EDUCATED and energetic young Britisher, possessing a good knowledge of general office work and speaking Mandarin and interior dialects fluently, seeks position in British or American firm. Willing to travel to or be stationed at any port of China. Moderate salary, with prospects, expected. Please apply, stating terms, to Box 394, THE CHINA PRESS. 13466 A 17

AN American, of 14 years' residence in China, with a general knowledge of business, seeks a position of any kind, either indoor or outdoor, local, or outport. To parties or firms desiring to start exports, the advertiser can introduce an extensive clientele (for all kinds of products), who will do business on a confirmed credit basis. Salary of secondary importance, if prospects for advancement are good. Please apply to Advertiser, 23 North Szechuen Road. 13472 A 17

WANTED, daily employment as assistant in office, store, or with children, by a British woman whose husband is at the Front. Apply to Box 391, THE CHINA PRESS. 13461

IF you want a good Japanese servant, apply to Iwyaya, No. C-1562 Kashing Road, Shanghai. 13371

EDUCATIONAL

ITALIAN LESSONS wanted by British youth. Italian lady teacher preferred. Apply to Box 400, THE CHINA PRESS. 13483 A 18

AN EXPERIENCED Mandarin teacher desires foreign pupils, any address, moderate terms. Apply to 1094 Cemetery Road. 13459 A 15

LESSONS in Russian and English given by experienced professional young lady teacher. Apply to Box 369, THE CHINA PRESS. 13414

APARTMENTS

TO LET, furnished rooms, with bathrooms, from $20 upwards. Vicinity close to Garden Bridge. Apply to Box 389, THE CHINA PRESS. 13454 T. F.

TO LET, an unfurnished flat of two rooms, kitchen, and bathroom. Range Road. Apply to Box 377, THE CHINA PRESS. 13427 A 12

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482 9408

Nos. 8 & 11 Quinsan Gardens
(Facing Park)

A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE

Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184
THE CHINA PRESS. 12976

CENTRAL. Board-residence, single or double, in quiet (British) flat. Large south room, bathroom, enamelled bath, geyser and shower attached. Cool and pleasant, every comfort, elevator, etc. Moderate terms. Apply to Box 402, THE CHINA PRESS. 13486 A 18

TO LET, well-furnished residence with garden, in Frenchtown, from June to September inclusive; 3 bedrooms, 3 bathrooms, 3 sitting-rooms, telephone. Three minutes from French cars. For appointment to view, apply to Box 404, THE CHINA PRESS. 13490 A 17

TO LET, Carter Road, quiet location, 2 rooms in private British family. Very comfortable home for married couple or gentlemen. Apply to Box 405, THE CHINA PRESS. 13491 A 17

WESTERN DISTRICT, to let, with board, comfortably furnished flat of three rooms, with two modern bathrooms. Detached house, southern aspect. Telephone, etc. Handy to cars. Apply to Box 396, THE CHINA PRESS. 13470 A 15

A SMALL well-furnished room and bath, excellent board, British family, near Astor House. Terms $80 month. Apply to Box 395, THE CHINA PRESS. 13469 A 15

WANTED at once, a few guests in a most comfortable residence. Western. Tel. West 1227. 13463 A 18

TO LET, a nicely furnished room, with bathroom attached. Breakfast if required. Rent moderate. Apply 57 Range Road. 13471 A 15

SITUATION VACANT

WANTED by Allied firm, stenographer and typist. State experience and salary expected, to Box 407, THE CHINA PRESS. 13493 A 18

WANTED lady stenographer, experienced, by firm of good standing. State nationality. Apply to Box 397, THE CHINA PRESS. 13473 A 16

WANTED, for American firm, male steno-typist, American preferred. Permanent position with prospects of advancement. Apply to Box 371, THE CHINA PRESS. 13413 A 17

HOUSES TO LET

TO LET, one large house at 162-a Bubbling Well Road, tennis lawn, stable, electrical fittings, gas. Also furniture and piano. Inspection can only be made between 12 and 2 p.m. 13452 A 15

CHINA Realty Company, Limited: To let, No. 114 Bubbling Well Road, from May 1st, four rooms, small garden. Rent Tls. 85 per month. 13339

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai. 13293

HOUSES WANTED

WANTED, six-roomed house in the Western district or Frenchtown, on or before the first of June. Apply to Box 406, THE CHINA PRESS. 13492 T. F.

WANTED to rent, a furnished house or apartments in Wayside district, at once. Apply to Box 388, THE CHINA PRESS. 13451 A 15

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

Exchange and Mart

WANTED, 4 or 5-seater motor-car; must be in A1 running order and reasonable. Apply to Box 401, THE CHINA PRESS. 13485 A 15

WHITE LEGHORN eggs, from imported birds, $2.75 setting; a few settings only. Apply to Box 399, THE CHINA PRESS. 13481 A 15

YUSHUNG SHOP, G-105 Tiendong Road, sells Chinese Government Premium Bonds (stamped) of 10 slips at $9. Drawing 25th instant. 1st Prize $100,000. 13489 A 15

IF you want extra keys made for your Yale Locks call at 3c Nanking Road. 13293

FOR SALE, the contents of a well-furnished house on the Avenue Joffre, close to the Race Course. The house consists of four rooms, 2 good attic rooms, kitchen, servants' quarters and small garden. Rent of house only 40 Taels, and lease to be transferred to prospective buyer. No reasonable offer refused. Please apply to Box 386, THE CHINA PRESS. 13448 A 12

FOR SALE, one excellent piano and auto-piano combined, of the latest type. Received only a few months ago. Price Tls. 800, including a dozen auto-piano music rolls. Please apply to Box 380, THE CHINA PRESS. 13437 A 15

FOR SALE, Land in the British concession, Hankow; one desirable Lot, No. 71 (232 fong), on the Poyang Road, next to the Russian Church. For particulars, apply to T. J. Hollander, American Church Mission, Hankow. 13474 T. F.

FOR SALE: Premier motor-cycle, with self-starter and free engine. 3½ h.p. Very little used. In A1 condition. Terms, Tls. 200 cash. Apply to Box 392, THE CHINA PRESS. 13462 A 17

FOR SALE, one 6-cylinder, 5-passenger, 1917 model touring car, in first-class running order. For price and particulars, apply to Box 379, THE CHINA PRESS. 13432 A 18

LAND for sale, 1½ mow, on the Kiangwan Road. Apply to Box 384, THE CHINA PRESS. 13442 A 16

Motor Car and Motor Boat Section of The China Press, Sunday, April 15, 1917

AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 15, 1917

BUICK'S HILL CLIMB AT PIETERMARITZBURG

Buick 'Six' Wins the March 'Hands-Down'; Competition Very Keen

Messrs. Fath and Co., of Buluwayo, send the following account of an interesting hill-climbing match at Pietermaritzburg:

Unfortunantely the weather was very threatening at the advertised starting time, so that although eighteen competitors entered, the rain frightened five of them away.

Although greasy in parts, the course on the whole was good, and some exceedingly fast times were recorded. The competing cars ranged from the 5 h.p. six-cylinder Buick down to the 13.9 B.S.A. the smallest engine entered. The American cars were out for business, and keen competition was witnessed between the six-cylinder Buick, the new Hupp and the Maxwell. The Sunbeam, a likely winner, was obviously out of order, and refused to show the pace.

The Challenger, 16 Darracq, proved unexpectedly fast, the six-cylinder Buick being the only car capable of overhauling it. Although, owing to the rain, it skidded badly at the start, once it got going its pace was wonderful, never dropping below thirty miles per hour anywhere; whilst on the short flat, just before the cutting, it accelerated up to close on 50.

The Hupps were keen, Moir Chevallier having come up from Durban especially to accept the challenge, and feeling that he had not done his car full justice, requested a second run, but although he reduced his time by seven seconds the old Darracq was too fast for him.

At the conclusion of the race a large number of cars assembled in the grounds at "Parkside," Mr. Mountford's residence, for refreshments, and the hope was freely expressed that the interesting competition might be the forerunner of a still larger event, when cars might compete on a formula, or handicap basis. In reply to the toast proposed by Mr. Finlayson to the host and hostess, Mr. Mountford said that his one wish had been that the best car might win, and he was perfectly satisfied with the result.

It is expected that the War Fund will benefit to the extent of £20. The following is the result, with the official times:

	min.	secs.
E. Morris, Buick "Six"..	3	34 1/5
J. Parock, Buick "Six"..	3	41 4/5
C. Mountford, Darracq..	3	39
M. Chevallier, Hupp.....	4	17 3/5
H. Drew, Hupp.....	4	17 3/5
W. Hatton, Maxwell.....	4	26 3/5
C. Armitage, Buick "Four"	4	33 3/5
W. Dick, Overland.....	4	48 4/5
H. Smith, Darracq.....	5	4
C. O. Nisbeth, Buick "Four"	5	11 3/5
C. Alexander, B.S.A.....	5	24 2/5
C. Ackerman, White.....	5	55
W. Berriman, Sunbeam..	6	9 3/5

Congress Tires

Congress Tires can easily be recognised by their massive, efficient nonskid tread, which possesses such a distinctive design. A few points on the construction of this unique tire may be of interest.

The carcass is made of high-grade unbleached cotton fabric, impregnated by, and covered on both sides with tenacious, live rubber. When vulcanised, these layers become a superflexible, yet inseparable unit, strong and long wearing.

The beads are well-built and strong, patterned to the exact shape of standard rims. The Congress bead is built into and not onto the tire.

Up-river fine Para rubber is used in the manufacture of the cushion. The cushion, soft and thick, is placed between carcass and breaker strip to absorb shocks and prevent them from fracturing the carcass walls.

The breaker strip is made of Sea Island cotton, strongly textured and of special open-weave design, with innumerable small square openings, through which the soft tread-rubber passes and clinches when vulcanised. This strip is the tire's shock distributor.

The thick black non-skid tread, with white side walls, merges into the breaker strip and unites itself to the carcass.

Every Congress tire carries with it a liberal 3,500 mile guarantee against defective workmanship and materials. Few Congress tires fail to exceed their guarantee by hundreds of miles.

Messrs. Markt and Co. (Shanghai), Ltd., the local agents, have just received a new shipment of these tires.

Fords in the Carolinas

As a Ford car in North Carolina remarked to a Ford in South Carolina, "It's a long way between—the factory and where we've traveled if anyone should set out to follow the trail." 539046 is the number of the "Universal Car" that carries the summer tourists up and over and down the mountainous country about Headersonville, N. C., with owner C. R. McManaway at the wheel. Two full twelve month calendars have waned, sheet by sheet, since this car was placed in service and 65,000 miles of mountain grades have dissolved beneath its tires. During that time the motor has never been touched nor have the valves been re-ground. When the heyday of the summer vacation season is over the owner drives the car about Hendersonville in public passenger service.

In South Carolina, Ford No. 511574 winds its way about the town of Woodruff. Sold to the present owners on July 9, 1914, this car has been employed ever since in public transportation. It has shown one trait that is an inherent quality of Ford cars in business service, namely, the financial instinct that returns a persistent profit to its employer. In twenty-seven months service this car has piled up $2,308.25 on the profit side of the ledger.

And these are just two of more than one million, seven hundred and fifty thousand in active daily use.

CORRECT IGNITION TIMING IMPORTANT

Correct ignition timing is very important, says William H. Stewart jr., President of the Stewart Automobile School. The charge of gas must be fully ignited at the instant the crank pin passes dead center. When this is done the full expansive force of the explosion is exerted on the piston and the best results are obtained. When the motor is turning over at the rate of 1,000 revolutions a minute the crank pin passes through top center much faster than when the motor is turning over at the rate of 500 revolutions per minute. Since it takes a certan amount of time for the charge of gas to become fully ignited it is necessary to introduce the spark into the cylinder a little in advance in order to fully ignite the charge by the time the crank pin passes dead center. The faster the motor turns over the more advanced must be the spark. The volume of the spark is not changed by advancing or retarding, but simply the time of the spark in relation to position of the crank pin. When a motor is turning over very fast the spark may be advanced as much as 40 degrees; that is to say, the charge will begin to ignite 40 degrees before the crank pin reaches top center. As the speed of the motor is reduced the advance must be reduced, otherwise the force of the explosion will be exerted on the piston too soon and the tendency will be to reverse the direction of the crank shaft. When the spark is too far advanced a knock is noticeable. This is caused by the piston acting against the explosive force. The momentum of the fly wheel carries the piston through the cycle; otherwise it would reverse.

The ignition distributer has four segments, one for each cylinder. The secondary finger "rotating clockwise" touches the segments in the order of 1, 2, 4, 3, which may be the firing order. Pistons No. 1 and No. 4 will be at top center and pistons No. 2 and No. 3 at bottom center. If piston No. 1 is up on compression and ready for ignition then piston No. 4 has just completed the exhaust and ready for the intake. Likewise piston No. 3 has just completed firing and piston No. 2 the intake.

Packard Prospects

Every condition is favorable for the biggest Spring carriage business the Packard Motor Car Company ever has enjoyed, according to C. R. Norton, general sales manager. Mr. Norton bases his view on the reports made for the country generally at a meeting of the carriage sales board, representing the nine principal dealers in the Packard organisation, held at the factory in February.

"The country as a whole is very prosperous," said Mr. Norton. "Americans never in their history had as great buying power as now. The nature of business, too, is of such complexity that aside from the pleasure to be derived from a high class motor carriage, the utility and convenience of one is apparent to every man of large affairs.

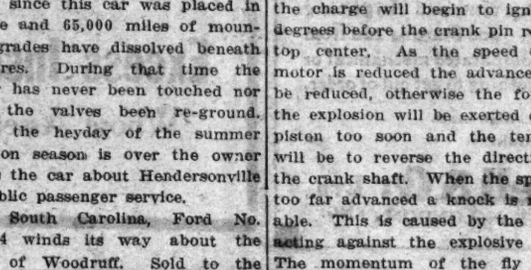
"The volume of our carriage business is being well sustained through the winter months. Our experience is that the second series Twin Six by its remarkable performance is enhancing the Packard name. From hundreds of owners we are getting reports emphasising especially the economy with which the car operates.

"Those improvements in engine design which characterise the "2-25" and "2-35" Twin Six are working some signal results from low-gravity gasoline. Twelve and thirteen miles to the gallon is becoming a general driving experience. The achievement of this may be credited to Packard carburetion, the shortening and hot water jacketing of the intake, and the installation of the thermostat at the outlet of the motor circulation system.

"The smooth, flexible motor gives a driving range which reacts economically on tires. There is a minimum of sudden starting and stopping. The pressure feed oiling system insures an even, sufficient lubrication.

"The total result is the owners' verdict that this is the best Packard we ever built."

FEDERAL LORRIES



Have Stood The Test.

FEDERAL Lorries are not made for pleasure—they are built for business—for hard jobs—for service.

Almost all of the leading automobile and tire manufacturers own one or more FEDERALS.

They know good motor lorries—because their own business is allied with the motor industry.

The successful record of the FEDERAL and of the FEDERAL Company's great strength and reliability were factors in the selection of this, the leading motor lorry.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

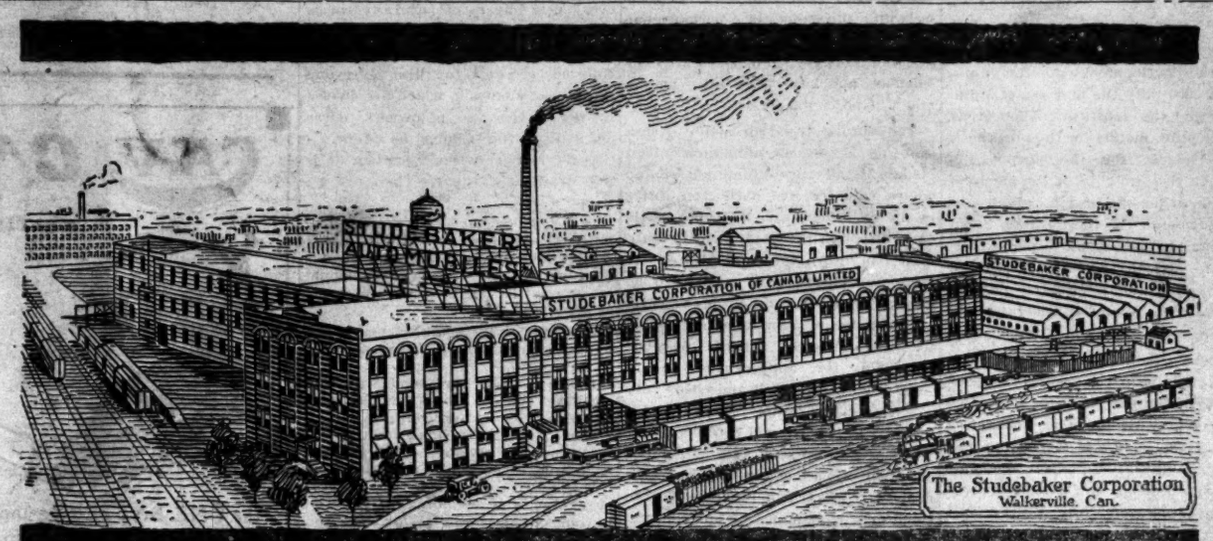
FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

Export Department
18 Broadway New York City, U. S. A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition.



The Studebaker Corporation
Walkerville, Can.

Studebaker Cars are Canadian-Built

EVERY Studebaker car imported into China is built in the Studebaker Canadian factory located at Walkerville, Ontario, Canada.

Equipment includes electric lights, electric starter, high tension magneto, Yale lock on dash, Blackmore curtain opener, Khaki hood with leather edge and Khaki envelope, self-ventilating, rain-vision wind screen, individual robe hangers, straight-grained, semi-glazed, genuine leather upholstery, electric signal horn, extra rim and complete set of tools.

Studebaker

Six Cylinder Taels 2150

In this factory every detail of manufacture, inspection, boxing and routine of preparation is given the exhaustive attention characteristic of English manufacturers. The production of this factory is confined to cars sold in Canada and overseas countries and therefore any difficulties which are apt to arise in a factory known for large quantity production do not exist in this Canadian Studebaker factory.

Careful, individual attention is given to each car before it leaves the factory, and the buyer in China of a Studebaker car may purchase with the complete satisfaction that he is getting a Canadian-built car manufactured along the lines and combined ideas of Canadian and English manufacturers.

Visit our showrooms and let us tell you more about Studebaker dependability in construction and performance.

SOLE AGENTS:

H. S. Honigsberg & Co., Inc.

who will continue to handle, as before, this well-known car.

The Part That Aluminum Will Play

Lightness and aluminum are practically synonymous from the popular point of view, but the metal has other valuable properties of equal or greater importance. As a heat conductor it is better than brass and five or six times as effective as iron. It may be cast, rolled, stamped and machined with facility. It is not easily broken, but on the other hand is of only moderate elasticity and strength as compared to steel. The recently perfected die casting process insures tough and sharp castings true to pattern, even if quite intricate. The essential feature of this process is the application of considerable pressure on the metal while it is still semi-fluid immediately after being poured into the substantially constructed metal moulds or dies.

Aluminum alloys have been developed which are tougher and stronger than the pure metal and those containing considerable proportions of aluminum retain the properties of lightness and heat conductivity to a marked degree and lend themselves well to the die casting process.

In the development of the automobile naturally the first use of aluminum was the substitution for brass, iron or other metals for the purpose of other metals for the purpose of reducing the weight of the machine. Because it is moderately tough and strong enough for the purpose, it has to a considerable extent displaced cast iron in intricate castings needed for transmission and differential casings, etc., as these are of considerable size and the weight saved is of importance.

Pistons of aluminum and aluminum alloys have been remarkably successful. Consider the piston of a modern automobile with its steel connecting rod. If the engine is allowed to run at maximum speed, these elements are reciprocating at a velocity reaching seventy-seven feet per second (fifty-three miles per hour) at 3,200 revolutions. The stress in the steel connecting rod may be well over half a ton if the piston is aluminum alloy as is usual in recent high speed engines. Such a stress is well taken care of by a steel connecting rod having a moderate section, but such speeds with cast iron pistons which weigh three times as much require very massive construction of the connecting rod and the crank shaft.

As aluminum is such a good heat conductor, heat is rapidly transferred from the top surfaces of the pistons, which are exposed to the heat of the explosion, to the cylindrical surfaces of the piston which are in contact with the water-cooled cylinder walls. Because of lower temperature of the rubbing surfaces better lubrication is possible, particularly to the piston rings. The top surface of an aluminum piston is at a more moderate temperature than an iron piston would be, and therefore the oil splashed against the inside surface of the aluminum piston is not subjected to burning and carbonising to any such extent.

For cylinder surfaces and piston rings, cast iron has been found as essential in internal combustion engines as in steam engines, and while many motors have been made with separate cylinders the en bloc style is the best and most compact arrangement insuring a short stout crank shaft.

To produce en bloc cylinders with their complicated water jackets a fine grade of soft gray cast iron must be used to insure clear and sound casting, as the soft varieties of iron are the most fluid when melted. If an attempt is made to use a hard iron in casting en bloc cylinders, the result is usually a failure, because of the reduced fluidity. Hard iron cylinder liners, standard articles in steam engine design, are immediately suggested, but when employed in internal combustion engines are difficult to cool uniformly, particularly at the points of support and around the combustion chamber where cracks may occur. If, now, aluminum or aluminum alloy is used for the cylinder liner support, the iron liner can be made quite thin and the aluminum's five times greater heat conductivity insures uniform cooling, and the cylinder jackets, upper crank case and main bearing supports can be die cast in one piece, and the hard liners installed after machining is completed. Such an arrangement insures efficient cooling and long life of the cylinder surfaces which, being of hard iron, wear but little.

Automobile engine design of the future will be guided, no doubt, by the desire to obtain a simple light speed and efficient machine with reasonable durability. Aluminum alloy pistons permitting reduced stresses in the crank shafts and connecting rods, and at the same time maximum speeds with safety, may be considered highly desirable. When, in addition, the high heat conductivity of the metal makes lower average operating temperatures certain and therefore the lubrication more efficient, the future of the use of aluminum for this purpose seems assured.

If the whole upper part of the motor save the cylinder head can be made in one casting, including water jackets, main bearings, cam shaft bearings and half of the crank case, and hard iron cylinder liners inserted, a very rigid and strong machine is produced. Such castings are possible by the die process and as the whole piece is considerably lighter and stronger than if made of other metal no doubt such a design will be quite popular in the future.

The lower crank case has been made of aluminum in many of the recent cars, but the saving in weight over a thin pressed steel lower case is so little that the use of aluminum for this purpose is hardly worth while except perhaps in high grade cars where expense is a secondary consideration. Some cars use long aluminum push rods to operate the over-head valves, but the saving in weight here is also small. Steel fans can be designed weighing the same or perhaps but little more than aluminum, but the aluminum ones when polished are conspicuous and have their sales points, and will no doubt persist.

The future trend in motor design probably is toward aluminum alloy pistons in all cars, aluminum engine bodies with inserted hard iron liners in the moderate grade and high grade cars, although no doubt the alternate design of iron cylinders bolted to aluminum crank cases will also be used extensively, and in high grade cars the use of aluminum in addition for all details where possible, principally for appearances and to save weight. In small and cheap cars cast iron will probably always be retained. Flywheels will continue to be made of iron or steel and aluminum alloy will be used extensively for transmission cases. The probable future tread may be summed up as follows:

1. In the smaller and cheaper cars cast iron and steel will be used for all motor parts except the pistons, which will probably be universally of aluminum alloy. A few details may also be of aluminum for appearance and salesmen's talking points.

2. In the moderate priced cars, aluminum alloy pistons, aluminum alloy engine bodies with inserted hard iron liners or bolted iron cylinders, aluminum alloy timing gear cases and pressed steel fans, lower crank case, gear case and other covers, although as many parts as possible will no doubt be cast integral with the main engine frame. A few outside details will be of aluminum for appearance sake.

3. In high grade cars aluminum alloy pistons, aluminum alloy engine bodies with inserted hard iron cylinder liners or bolted iron cylinders, aluminum alloy lower crank case, covers, fans, pump, suction manifolds and as many details as possible to save weight and make the best possible appearance. Steel will be used only where essential, as in crank shafts, cam shafts, valves, connecting rods and gears, and iron for cylinder heads and exhaust manifolds.—*Motor.*

Some Dont's

Posted in the service station of Otto C. Owen, Chicago Dort distributor, is a list of typewritten "dont's" which every new buyer of a Dort car is asked to read. The observance of these "Dont's," he says, will ward off fully 90 per cent of the everyday troubles of motoring, which are caused by the carelessness of owners. Here are some of the "Dont's" he offers:

Don't race your engine when it is not drawing the car. There is no worse abuse.

Don't neglect to keep the radiator filled with clean water. Always use a good anti-freeze alcohol and water mixture for cold weather. This should be at least 25 per cent alcohol—wood or denatured.

Don't fail to inspect the level of the liquid in your storage batteries every 10 days.

Don't let your car stand with the headlight full on. It is unnecessary and runs your battery down.

Don't neglect your lubrication.

Don't try to save by buying a cheap engine oil. The best is none too good.

Don't attempt to shift into reverse gear when you are going ahead, even if your clutch is out. Wait until you have come to a stop.

Don't allow your clutch to engage suddenly.

Don't drive with your spark fully retarded. Your engine will lack power if you do, and probably overheat in the bargain.

Don't apply your brakes suddenly, except in cases of emergency.

Don't drive fast on slippery streets.

AUTO SHORTAGE PREDICTED FOR 1917 BY MAKER

John N. Willys Believes Demand for Motors Will Exceed Output; Metal Supply is Shy

Toledo, Ohio.—John N. Willys, president of the Willys-Overland company, is confident that the 1917 automobile production schedule will not be sufficient to supply the demand.

"Never before in the history of the automobile industry has there prevailed such a condition as threatens," said Mr. Willys, discussing this topic.

"Instead of overproduction, a shortage of automobiles may be looked for.

"In the first place, there is a shortage of railroad freight cars. Automobiles cannot be shipped from many manufacturing centers as fast as they are produced because so many freight cars are tied up at seaboard and other points.

"A number of manufacturers are likely to run short of material because of the prevailing high prices of steel, aluminum and other metals used in automobile construction. They purchased limited supplies, trusting to a drop in prices as soon as the war ends.

"Because of the manufacture of munitions much construction work in this country has been stopped. Building projects have been suspended because the material they require is being sent abroad.

"As soon as the war ends building of all kinds is going to take a boom and much of the material now being sent to Europe will be required right here in the construction of numerous projects.

"Europe, too, is going to require plenty of material for reconstruction.

"With the close of war a good deal of money that is now invested in corporations and plants that are profiting by the war is going to be released. This will mean more money spent for automobiles.

"From all angles that you choose to look, indications point to an insufficient supply of cars for 1917, and the manufacturer is lucky who has a big stock of desirable merchandise."

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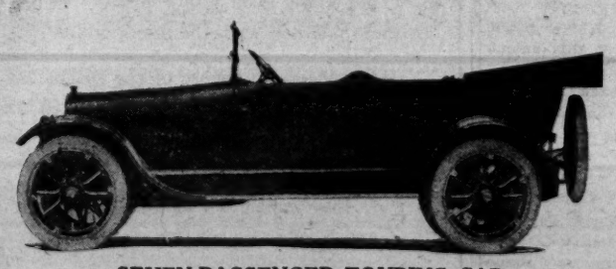

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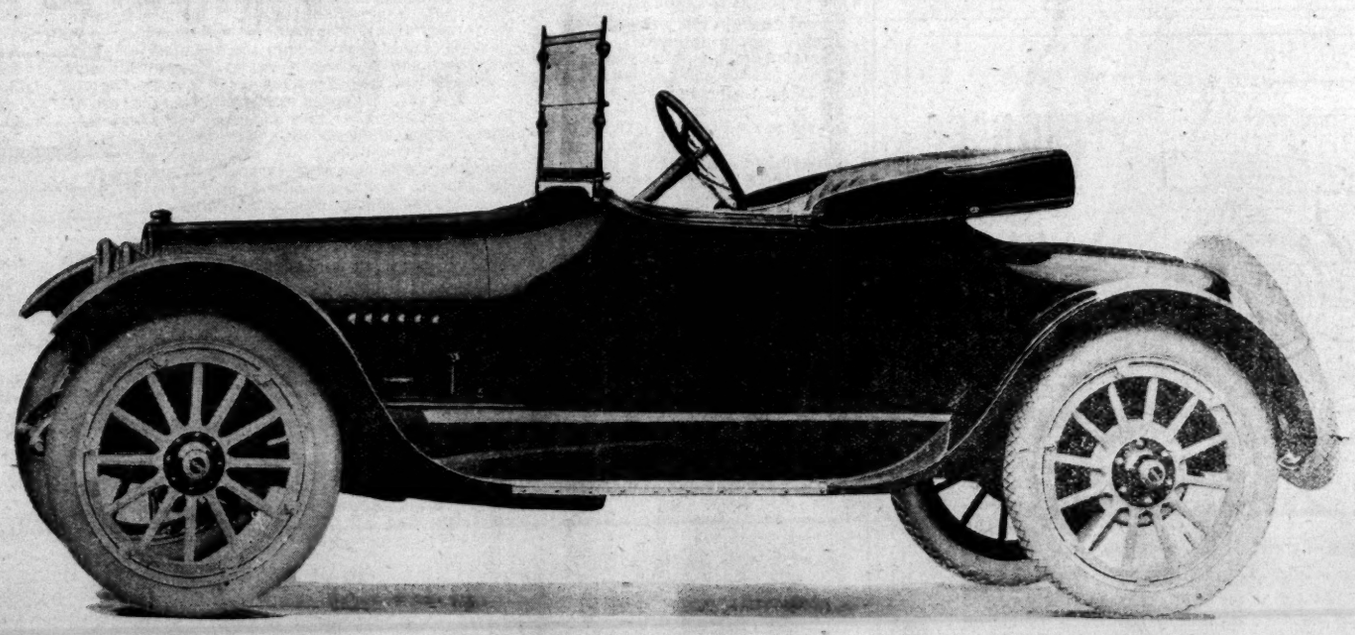

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AUTO ENGINEERS IN RESERVE CORPS

Members of S. A. E. As Officers In New Corps of War Department

Following the tender of service long ago made the Government by the Society of Automobile Engineers, and in pursuance of the society's co-operation with various Government bureaus in the formulation of military truck, aeronautic and kindred standards, many S. A. E. members have applied for and some have received appointment as officers in the reserve corps of the War Department. In the potentially if not actually critical situation of world affairs involving immediately the United States, a general statement of the types of men desired by the Government from civilian life now is of interest. Many applications are now at hand in Washington, but additional ones are wanted to meet all possible emergencies. It is not for the best interest of the Government or individuals for the latter to enter the reserve service until they shall have decided that if necessity come they can conveniently and willingly serve to the end. Men associated in important capacity with firms manufacturing automotive apparatus must decide among themselves which ones shall devote in days of need and of training their time away from their usual affairs so as to avoid undue lack of attention to company business, which is, from a military point of view, just as important as service at the front.

The object in organising the Quartermaster Reserve Corps is to obtain high class specialists, to serve according to their previous training and knowledge and be so prepared that in the event of the President calling for their services they will be capable of rendering efficient service without further training. A reserve officer is appointed for a period of five years; must, so ordered, attened each year an army encampment for a period of two weeks, and present himself for active duty at the proper place in time of actual or threatened hostilities. The Quartermaster Corps is a large business concern; the reservists would be required to handle its increased business in war or in the face of threatened war.

In listing suitable persons to be commissioned in army corps in connection with motor transportation, the members of the Society of Automobile Engineers will naturally be drawn upon very largely. Men from this remarkable organisation will have to be depended upon as technical advisers of the officer grade to supervise the operation on a large scale of motor truck companies and the requisite repair shops. A considerable number of men qualified as foremen in and superintendents of shops are needed by the army as truckmasters with motor companies. A large number of chauffeurs and mechanics must be listed. The S. A. E. members from their wide and intimate connection with the automobile industry will be able to provide from men employed by them or of whom they know adequate lists of the last named four classes of men.

In general the S. A. E. members will serve as authorities in the design of engines, in metallurgy, electrical engineering, development of starting and lighting systems for aeronautic work, searchlight signalling, adaptation of wireless equipment to airplane use, mounting engines in airplanes and conducting supply depots and parts service stations. Prompt movement of truck trains, without delay caused by a single breakdown, is essential in millitary transport.

Electric Vehicle Makes Splendid Record

The new model of an electric passenger vehicle manufactured in Detroit in a recent run from New City to New Haven, Conn., made a highly commendable record. The Electric Vehicle Section, N.E.L.A., has been advised that there were three passengers carried, and the distance of 88.2 miles from Columbus Circle, New York City to the Hotel Taft, New Haven, Conn., over an extremely hilly, although smoothly constructed road, was accomplished in 3 hours and 45 minutes including all stops, traffic delays and reduction of speed through thickly populated centers, and on a single charge of the battery. While an average speed of 23.4 miles per hour over a distance of 88.2 miles may not arouse the interest of the speed fiend, yet when it is remembered that this speed is maintained over average roads, the speed is about as great as can be maintained by either a gasoline or electric car with comfort to the riders, and with safety to pedestrians.

This new model is furnished with a control system which provides for the safety of the driver and other occupants. It consists of an automatic device which, by the pressure of the foot on a pedal, even though the car is travelling at full speed, instantly cuts off the current and applies both brakes regardless of the position of the control lever. It is impossible to start the car again until the control lever has been returned to neutral position.

This run is an evidence of the "electrics" ability to make an average long run, covering the ground at a comfortable speed, with the fears of possible breakdowns practically eliminated. A series of runs have recently demonstrated the fact that an electric automobile can be very satisfactorily used for inter-urban travel. These runs averaged distances of about ninety miles per trip, and were conducted with absolutely no trouble of any sort. One of the longer runs was from Chicago to Milwaukee, a distance of 101 miles.

SPRING IS COMING

Prepare For The Delights Of Motor-Cycling

Who among the thousands of Harley-Davidson enthusiasts isn't longing for the firm warm spring days—to get away from the daily humdrum of shop, office and indoors, to get out and ride, to feel the joy of the great outdoors?

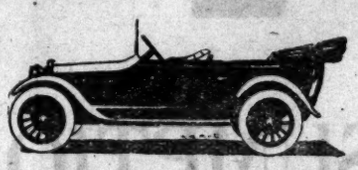
The very thought suggests long, carefree trips in the open country, spring breezes, budding trees, green fields, laughing brooks, joys that the motorcyclist experiences in unbounded measure. Who can get as close to nature, learn her secrets and enjoy her whims, as you, the motorcycle rider? With a pal, your sweetheart, or perhaps your wife at your side and always the steady rythmic throb of your motor, like the strong pulse of a tried and true friend, you feel an exhilaration and satisfaction that make life a joy.

If your motorcycle needs tuning up, now is the time to get it ready. Be prepared to enjoy the first warm days. Do not put off that cleaning up or overhauling until spring is at your door.

Give your motor that attention you have had in mind since last fall. If you intend to "doll up" your machine with fresh emanel or plating, do it now. Your dealer can give you prompt attention now. This is generally out of the question when the riding season opens, because then it seems every rider wants some work done.

If you have in mind to have certain work done, say a set of cylinders reground, a set of tanks enameled, or a pair of handlebars nickelplated, get in touch with your dealer now. Do not wait until spring this year.

Preparedness counts.



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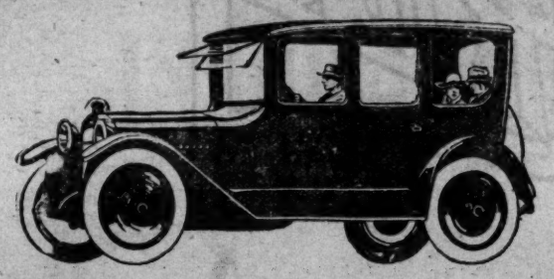

Hupmobile Conforms to Best Standards of Two Hemispheres

WHEN you purchase a Hupmobile you have the satisfaction of knowing that you have purchased a car which conforms to standards approved by the whole world. The best European practice in motor car construction has entered just as much into the building of the Hupmobile as has the highest American standards. The best is adopted wherever it is found.

In proof of our statements, look at the Hupmobile. Its lines are European lines. Consider the Hupmobile motor. It is four-cylinder and has always been four-cylinder. And the Hupmobile manufacturers believe, as most European manufacturers and owners believe, in four-cylinder power, simplicity and economy of operation.

In many lands the Hupmobile is known as the "European car at an American price." This is an apt phrase which describes that added carefulness which enters into Hupmobile construction—that surer appreciation of beauty in design—that recognition of the value of comfortable riding qualities and luxurious appointments—in combination with a price that unusual production facilities has made lower than the average price of cars in the Hupmobile class.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with retechable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base 115" on 2 and 5-seater 134" on 7-seater). Tyres 878 x 105 m m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 36" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; rear curtain curtains; sun visor; spare wheel carrier; rear rail, foot rail and carpet in tonneau; non-skid tyres on rear; five detachable rims; tyre carrier, pump, jack and full set of tools. Motor finish, wire wheels, special colours, khaki hood and seat cover at small additional cost over list price f.o.b.

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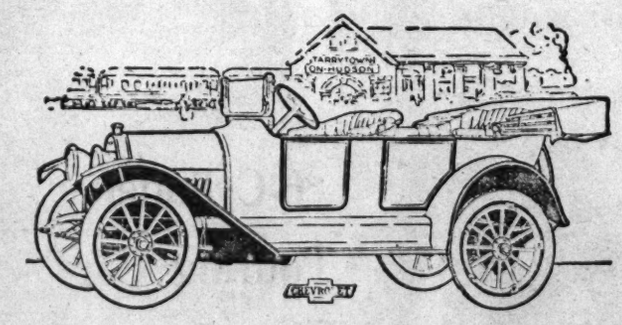

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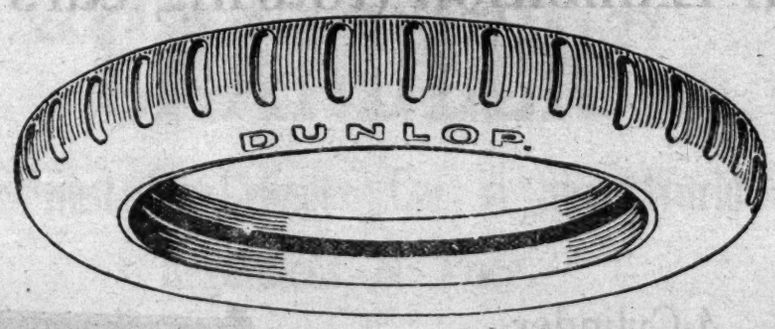

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Science Finds Unique New Menaces to Submarine Crews

Stifling Gasoline Fumes, the Machinery's Incessant Vibration, Sudden Changes in Air Pressure and Other Abnormal Conditions in the Damp, Crowded Interior of a Submarine That Are Liable to Wreck the Strongest Minds and Bodies

AS the success of submarines in naval warfare depends as much upon the skill and endurance of the men who operate them as upon the perfection of their mechanism, it is of the utmost importance that everything possible be done to safeguard the health of their crews. Medical officers of the United States Navy have lately been making a careful study of the health of men in this branch of the service, and the result has been to reveal a surprisingly long list of diseases and injuries to which submarine crews are peculiarly subject. On this page Dr. R. W. McDowell, Passed Assistant Surgeon, U. S. N., describes a number of these menaces to life and health, tells how the sufferers are treated and explains what is being done to remove the cause of these troubles or to prevent their working disaster.

By R. W. McDowell, Passed Asst. Surg. U. S. N.
(In an address before the New London, Conn., Medical Society.)

THE most frequent ailments seen by the medical officer in the submarine service are:

Effects of gasoline fumes inhaled.
Gastro-intestinal disturbances.
Ear troubles.
Infections of the respiratory tract.
Conjunctivitis.
Rheumatism or myalgia.
Burns and injuries.
Nervous complaints.

Cases in which the *raw* or unburned gasoline fumes have been inhaled present symptoms of alcoholic intoxication in the stage of excitement. The onset is rather insidious, and the man passes into the stage of pleasurable excitement. He may be jocular, lacrimose, or bellicose. When in this stage of active mental excitement the man may talk in an irrational manner without any sign of inco-ordination or staggering.

One of the forty-eight cases we have had at the base was working on some pipe lines to the gasoline tank. He was proceeding with his task in a quiet and efficient manner until spoken to by an officer. He jumped to his feet and began to talk incessantly and incoherently. He was immediately sent to the sick bay.

His face was flushed and eyes bright; pulse rate increased, tension high. He was placed at rest in bed, given a dose of aromatic spirits of ammonia, and plenty of fresh air. His mental symptoms cleared up in about eight hours. He remembered nothing from the time he began to work on the pipe line until he woke up in the sick bay that evening.

Poisoning by the inhalation of fumes of the *burned* gasoline are more frequent and much more serious. These fumes may be present in the engine room or blown from an exhaust ventilator to the bridge when running on the surface, or may be drawn into the boat from another boat alongside charging batteries. Cases may vary from a headache in mild cases to delirium or coma with severe constitutional symptoms, depending upon the amount of fumes inhaled and the time during which they have been breathed.

Following a long surface run (during which time the engines are used, whereas while running submerged the batteries are used) the men in the engine room almost invariably complain of more or less severe frontal headache. Here the fumes are not so concentrated and the symptoms are mild. If the men go on deck and take deep breaths of fresh air, the symptoms usually disappear in a short time. Weakness, languor, and headache sometimes persist for twenty-four hours.

One case of inhaling the engine-room fumes of burned gasoline was rather curious. An officer had been on the bridge, when the boat was under way, for about four hours, and during this time a fresh stern breeze blew the engine-room exhaust directly onto the bridge. Aside from a dull headache he experienced no unusual symptoms and gave orders clearly and sensibly. A change in course put the wind in another quarter, and the exhaust no longer annoyed those on the bridge.

About two or three minutes after the fresh air hit him he suddenly was seized with dizziness, faintness, and went into a state of collapse. He was revived by usual treatment, but the state of mental confusion persisted for about four hours.

All but two of our cases have had subnormal temperature. One case had a temperature of 104 degrees Fahrenheit. Severe convulsions lasted for almost one hour, and muscular twitchings were present for two days. Temperature became normal on the fourth day. Mental confusion lasted for three days.

The mental symptoms are usually headache, irritability, confusion, and delirium, sometimes coma. Mild cases have only the first two symptoms, but many cases become confused suddenly or pass into a state of coma before any other symptoms are noticed, and in this lies the danger.

The treatment of these cases is symptomatic and consists in getting the man into the fresh air. Artificial respiration is frequently necessary when a state of collapse is present.

If the patient is conscious and can swallow, a teaspoonful dose of aromatic spirit of ammonia is given. This, with fresh air and rest, is usually sufficient to revive the mild cases. Delirious cases have to be restrained, and frequently sedatives are indicated. When coma and collapse are present, as frequently happens in the more severe cases, hypodermic stimulation, external heat and artificial respiration are employed.

As in civil life, gastro-intestinal disturbances are a frequent cause of illness in the submarine service. Confinement aboard ship, lack of exercise and other causes all play their part in bringing on such illness. The vibration of the engines causes an arrest of peristalsis, and this is also a cause of many of these disturbances.

We try to remedy this condition by getting the men to exercise as much as possible when not at work on the boats, by including as much fruit as possible in the diet and by educating the men to come to the sick bay for a remedy at the slightest sign that anything is wrong.

Ear troubles are frequent among those who serve on board submarines for any length of time. They consist of noises in the ear, varying degrees of deafness and impacted wax. The causes of the first two conditions are: (1) Changes in atmospheric pressure when compressed air is used to blow tanks when coming to the surface after a submerged run, or when compressed air is liberated from the tanks into the boat for ventilation, and (2) working for long periods of time in close proximity to noisy engines in a small compartment.

Tonsillitis, nasopharyngitis and bronchitis are common ailments. Pneumonia is rare, but three cases having occurred in the past two years. The causes of the first three conditions are insufficient ventilation in the submarine and "sweating." This is caused by the condensation of the moisture of the warm humid air inside the submarine on the sides of the boat, the steel plates forming the sides of the hull being chilled by the cold water outside.

Irritating gases from the batteries and engines are also causes of inflammatory conditions of the respiratory tract. It is noticeable that on long surface runs the men who are on the bridge most of the time, where they are exposed to all sorts of weather and frequently wet with spray, do not suffer from these ailments, while those whose duties keep them below are usually affected.

Conjunctivitis (irritation of the membrane at the front of the eye) is frequently seen during or after a cruise. The causes are: (1) Irritation caused by gases and engine fumes; (2) wind; (3) constant and prolonged use of the eyes at the periscopes. There is congestion of the bulbar and tarsal conjunctivae, varying from a mild infection to intense inflammation, with edema. It is frequently associated with headache.

The treatment consists in removing the cause, when possible, the administration of antiseptic and mildly astringent eye baths and cold boric compresses. The wearing of goggles prevents cases due to the first two causes. Often errors of refraction have to be corrected.

Acute rheumatic fever following tonsillitis has caused a good many sick days. Many of these cases have a tendency to chronicity and only improve when assigned to other duty. Myalgia is common, the lumbar muscles being most frequently affected. The sweating in the boats previously referred to is probably only one of the causes.

Burns from battery explosions, from the sulphuric acid used in the batteries, and from accidents in the engine rooms, are of frequent occurrence. Picric-acid solution compresses, sodium-bicarbonate paste, or boric-acid ointment are applied to the smaller ones, while the larger burns are treated by immersing the injured part in a warm weak salt solution. The open-air treatment later promotes healing.

Injuries requiring minor surgical procedures are of almost daily occurrence. Occasionally major operations are required.

The men of the submarine branch of our navy are peculiarly subject to a wild variety of nervous ailments, some of them of a most serious nature.

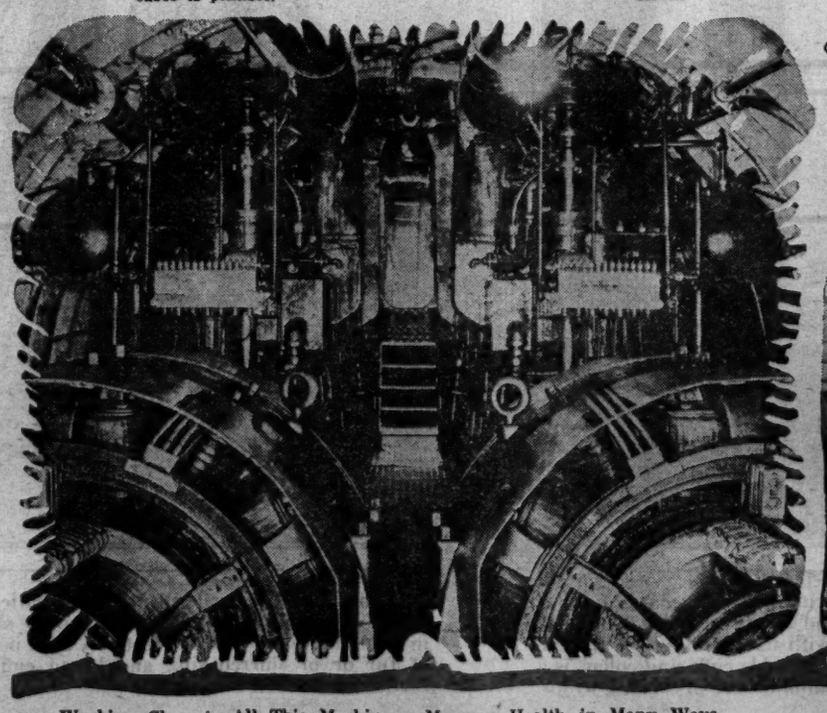
While seasickness is rare on the battleships it is not uncommon in the submarine service. It is not considered as disgraceful on a submarine as it is on a battleship. When one considers that these 300-ton boats go to sea in all kinds of weather it is not surprising that there should occur occasionally a case of seasickness. All hatches must be battened down even when running on the surface, except in the very smoothest water, and the lack of fresh air is also a causative factor. The men who can stay on deck rarely become seasick.

Nostalgia (homesickness) and neurasthenia are occasionally seen in men whose nervous systems are not strong enough to withstand the hardships of the arduous duty with the submarines.

The writer has seen two cases of claustrophobia in the submarine service in the past two years. In each case the man was seized with the most uncontrollable terror of the closed space when the boat was being submerged. The mental suffering and anguish of these cases is pitiable.

A Few of the Newly Discovered Menaces to the Lives and Health of the Men Who Sail the Seas in Submarines.

1.—Nervous Troubles, Vertigo, Headache and Even Coma, Delirum and Temporary Insanity as a Result of Inhaling Burned or Unburned Gasoline Fumes.
2.—Deafness, Impacted Wax and Other Ear Troubles Due to Changes in Atmospheric Pressure, as Well as to Working for Long Periods in Close Proximity to Noisy Machinery.
3.—Tonsilitis, Pharyngitis, Bronchitis and Other Diseases of the Air Passages Are Caused by the Warm Dampness of the Submarine's Interior and by Breathing the Irritating Gases.
4.—Myalgia Frequently Attacks the Lumbar Muscles Following the Tonsillitis Caused by the Sweating of the Boat.
5.—Many Kinds of Gastro-Intestinal Disturbances Due to Lack of Exercise and to the Vibration of the Engines Which Interferes with the Action of the Digestive Organs.
6.—Gasoline Fumes Produce Effects Very Similar to Those of an Alcoholic "Jag."
7.—Rheumatism and Rheumatic Fever, Due to the "Sweating" of the Boats.
8.—Injuries Requiring Minor Surgical Operations Are of Almost Daily Occurrence, and Often Major Operations Are Required.
9, 10.—Burns from Battery Explosions, from the Sulphuric Acid Used in the Batteries and from Accidents in the Engine Room.



Working Close to All This Machinery Menaces Health in Many Ways.

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The Welcome Moment When the Crew Can Escape from the Disease-Ridden Atmosphere of the Boat's Interior.

For the Theatre

By Lady Duff-Gordon

LUCILE STUDIO

An Example of the Oriental Coat That Is Eminently Suitable for Some Types of Beauty

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

LUCILE STUDIO

The Scarf Is Still Used as an Adjunct of a Dinner or Theatre Costume. It Is a Thing of Beauty or a Dress Calamity According to the Grace of the Wearer

By Lady Duff-Gordon
("LUCILE")

VARIETY is the only word that summarizes the attributes of the mode in theatre and opera wraps. In no other garment is the individuality of the wearer so fully expressed.

The woman who gives intelligent thought to her dressing, instead of the mere sporadic impulses which govern many women in the selection of their wardrobes, is growing more and more exacting as to the wrap that envelopes her magnificence in the evening. Once it was believed "anything would do" for an evening wrap. A long coat of black cloth often covered a white satin evening gown. It was not considered an error in dress to wear to the opera a long cloth coat that had done service during a storm that afternoon. A little backward journey of our memory will convince you that I have not exaggerated in making this statement.

But there has been a remarkable, and expensive, change in taste in this respect. True, the evening wrap must express the wearer's taste and individuality, but it must also be as rich as her purse will afford. The presence of metal in the material is a reason for the Sheba-like magnificence and expense of some of the theatre coats. Fur is used in profusion. That, too, is expensive and growing more and more costly as the fur-bearing animals are slowly being exterminated by the onward march of civilization and the increasing size of the human family.

Some women are of such type that Oriental splendor of raiment is especially needful for the emphasis of their beauty. Such a one is the brunette of classic features who wears the kimono coat of brocade shown on this page.

The scarf is still used as an effective adjunct to a theatre costume. But the observant have noticed that it requires grace in the wearing. Gracefully handled, it is a thing of beauty. Clumsily worn, it is a calamity.

LUCILE STUDIO

The evening wrap of diaphanous character is still worn by some types with whose personality it harmonizes. This is of white net, of gossamer-like quality, drawn in full, scarf-like semblance about the figure. Its "character" is emphasized by the broad border of chinchilla that trims the gathered sleeves.

PHOTO. CAMPBELL STUDIO.

To her who can afford it the ermine evening coat is a source of the satisfaction of being well and suitably garbed. This coat, cut in long, straight lines, and with its trimmings of the tail of the luxurious little beast, and the sable cuffs and collar, is a munificent exhibit of a season of munificence in evening wraps.

PHOTO. CAMPBELL STUDIO.

This model is made in plenteous pattern in light colored velvet. The coat is gathered full upon the shoulders and hangs in voluminous folds to the feet. A high pointed collar, either of fur or of shirred silk, and broad cuffs to match, gives further distinction to the coat.

Little Bobbie's Pa

By William F. Kirk

When Pa caim hoam last nite he was offul tired. He sat down in a big chare & dident move.

You poor boy, sed Ma, what a sudden change for you, to be sure. I suppoas you walked further today, sed Ma, than you walk in a year ordinar-lly. How are yure feet?

Terribul, sed Pa, every one of them is hurting like a alderman's conshince, Pa sed. Ouch.

Everyth'ng is eether a feast or a famine with you, deerest, sed Ma. You have to overdo everything wen you start it & then you backsl'de. Doant you think you will live long enuff in this wuird of trubbel & hard knocks without walk'ng yureself to deth?

I guess you are r'ght, sed Pa. I beleeve thare is such a thing as a middle aged man working too hard if he isent careful. I have always tried to be careful till now, sed Pa, & you may be sure I aint going to overdo it aggenn.

I walk about three miles every day, sed Ma, around the house & out shopping. I think that is enuff to keep me feeling fine.

I walk and run about fifty miles every day, I sed to Pa, & it doan't help my toothake or maik me grow fast or anything.

You will grow fast enuff, doant worry, sed Pa. You will be a man beefoar you know it, Bobbie, with the twin deemons of Rent & Food leering at you & pasting you on the noase at every turn, sed Pa.

You will pardon my smiling, deerest, sed Ma, but it seems so droll to think that you ackshually made up yure mind to walk wen thare was a street car to talk. Tee hee, sed Ma, my ambishus heero!

Sed Pa, I knew it. I knew all the way hoam that I wuddent git any simpathy from you.

You mite have been worse off, sed Ma. How do you suppoas Napolyun's soljers felt wen thay was hoofing it back thru the marshes of Russha? sed Ma. Brace up & be a hero, sed Ma.

But Pa jest sat there & held his feet & sed Ouch.

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Maynard D. Howell, Export Manager

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of the difficult problem of feeding children by hand is provided by using the 'Allenburys' Foods. Prepared as directed, these pure Foods closely resemble healthy mother's milk in composition, nutritive value and digestibility. They are the outcome of prolonged scientific investigation, carried out with all the resources of wide manufacturing facilities and experience.

Decide to use

the 'Allenburys' Foods. By so doing the many serious ailments which follow the use of unsuitable food will be avoided, and Baby will be equipped with sound health and strength.

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The 'Allenburys' Rusks (Malted).

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Perhaps this explains why *La Vogue* hats are so well-liked. Whether you prefer a large hat with dashing lines, or a small, close-fitting tailored hat, you will find the model that is most becoming to you among our displays—the realization of your ideal.

New Discoveries all over The Earth

How Our ARMY Can Be MADE INVISIBLE

IF a regiment of soldiers were to march through the streets of one of our cities in a uniform of checkerboard pattern, arranged in squares of bright red, green and yellow, it would create, to say the least, a popular sensation.

Yet it is by no means certain that this style of costume, or something like it, may not be adopted by our fighting men in the next war—not, be it understood, that they may strike the eye; but, on the contrary, that they may not be seen at all.

One of the oddest of the new departures of the present war is the utilization of optical illusions for cheating the ever-watchful eyes of the enemy, and in this line the most curious expedient is that of *painting things out of sight*. Thus, for example, an effort is made to render the big guns invisible by scattering daubs of the primary colors over the weapons and their carriages.

Our own War Department has recently been making experiments of the same kind, the great guns of the sea coast forts, and their concrete emplacements as well, being painted red, yellow, green and blue in the same way. It is found that by this means they are rendered much less distinct as targets.

PAINTING SOLDIERS OUT OF SIGHT by Dressing Them in BRIGHT COLORS That Will CHEAT the ENEMY'S EYES

The guns and gun carriages of our field artillery have likewise been experimentally painted in stripes of green, yellow and red; and, thus chromatically adorned, they are found to be actually invisible at a distance of only 1,000 yards.

The expedient in question, in the European War, has had its most important usefulness in making guns less visible to enemy aviators flying overhead—an all-important aim in up-to-date artillery work being to prevent the foe from ascertaining the location of batteries. A battery once located may be destroyed by concentrated gunfire.

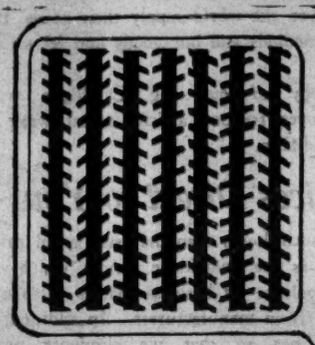
The daubs of colors confuse the eye of the observer in the aeroplane.

Such a method, however, is very crude. It represents only a first attempt in the development of a new idea which is destined later on to be applied in a scientific way, in accordance with certain well-known principles of optics. The daubs of paint confuse the eye, but if the colors were properly employed they would make the guns actually invisible.

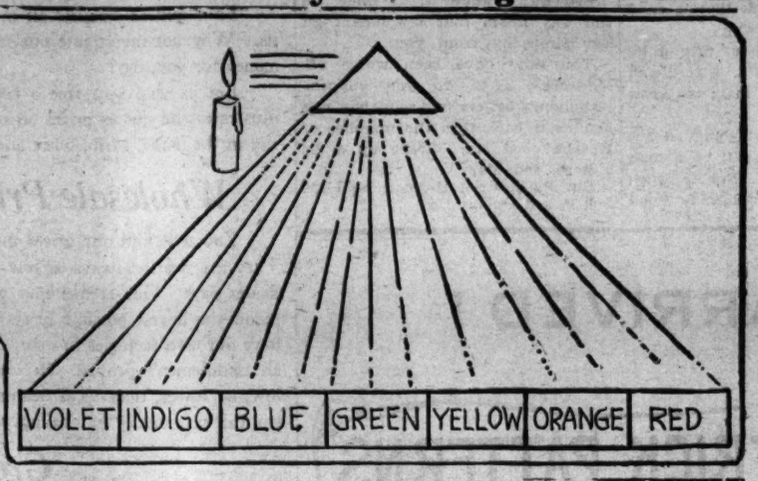
Daylight, of course, is made up of all the colors of the rainbow mixed together. In other words, the colors properly mingled make no color. It follows that a gun and its carriage correctly painted would have no visibility at all at any considerable distance. Neither, for that matter, would an aeroplane flying overhead. We may have before long invisible flying machines.

Warplanes and military balloons nowadays are painted light grey, to harmonize with the sky and render them less visible. But a grey object in the sky can be seen; if of no color it cannot be seen, because daylight is of no color.

The only problem is so to arrange the colors that, optically, they shall mingle. This cannot be properly accomplished by a mere scattering of daubs of paint. The thing has to be done on scientific principles. Whether it would be better to adopt for the purpose a checkerboard pattern or a series of horizontal, vertical or wavy parallel, narrow stripes remains to be determined by experiment.



Vertical Parallel Lines That Do Not Look So—an Optical Illusion Almost as Curious as That Which Makes Soldiers Invisible When Dressed in Combinations of Bright Colors.



Colors Into Which a Light Ray Is Split Up When Passed Through a Prism. As Science Has Lately Discovered Guns, Ships and Whole Armies Can Be Made Invisible to the Enemy by Covering Them with Some of the Most Brilliant of These Colors Arranged in a Checkerboard or Striped Pattern.

Probably any of these arrangements would serve the purpose. The result would be a chromatic scheme corresponding in effect to a rainbow. The colors of a rainbow mixed together make no color. So, in like manner, the colors applied with paint in the manner described would so mingle to the eye of an observer at a moderate distance that the object (gun, aeroplane or what not) would be invisible.

One naturally asks: How might this idea be utilized to lend invisibility to ships? Our Navy Department is even now experimenting with that. It is trying color-daubs on torpedoboats and submarines, and with some success, the craft being thereby made much less distinct as targets. But the method is crude; it calls for development along the scientific lines above suggested.

The sea is blue. The sea is green. The sea is of varying tints, according to the color of the sky, which it reflects with its own modifications. But, generally speaking, the color of the sea is a mixture of violet and green; and it is urged by one theorist on the subject that ships could be made at least relatively invisible by painting them with a checkerboard or other pattern of these two colors.

Warships nowadays, to render them as little conspicuous as possible, are painted grey; so, likewise, are guns and military automobiles. The German soldier is uniformed in "mist-grey." But grey means obscurity, not invisibility. To obtain the latter the armies and navies of the future may have to resort to the most brilliant color patterns for the concealment of the fighting man and the fighting machine from hostile view.

Exactly WHAT SORT OF MAN Your GROCER Is

AS there are between 250,000 and 300,000 grocery stores in the United States, supplying some twenty-two million families with articles of daily use, it is obvious that the grocer is one of the most familiar figures in our national life. It is not without interest, therefore, to consider grocers as a class and see if there is any similarity in mental methods that set them apart from dealers in other forms of merchandise.

Of course, there is a wide difference between the grocer in a small town or village and his brothers in the large cities. The former prefers to style himself a "general merchant," and his store is not infrequently the rendezvous of all the sages and gossips of the neighborhood.

The proprietor is a man of prominence in his community, very likely a pillar in the church. He knows pretty nearly all there is to know about every one who enters his place of business. Not one-quarter of his trade is done on a cash basis. He is not compelled to "carry" every known brand of eacn commodity in which he deals, be it either soap, starch, coffee, syrup, matches, salad oils or breakfast foods.

If newly arrived inhabitants or transient customers apply for a certain particular kind of baking powder or cracker other than that he has in stock, which has filled all the needs of his friends and neighbors, he does not hesitate to express wonder at their taste, and makes no promise to pander to their eccentricities. He is and has the right to be more independent than the city grocer, but nevertheless there is a similarity between them. They both, as a rule, cling to old methods and fight shy of innovations. Conservatism is, unquestionably, the motto of the average grocer.

This fact is made manifest in the unchanging physical characteristics of grocery stores. Nineteen out of twenty of them, so far as the arrangement of floor space is concerned, are the same to-day as they were forty years ago.

There is often no pretense of neatness or tidiness, and, what is [illegible] point of illustrating more to the [illegible] to modern the stolid indifference methods of the average grocer, the arrangement of stock is generally such as to necessitate a great many unnecessary steps, both on his part and that of his customers.

Furthermore, the old, almost prehistoric, custom of exhibiting huge quantities of his wares outside of his door still clings to the grocer. The attractive windows of the haberdasher, the confectioner or the druggist fail to stir his imagination to the point of imitation.

In fact, large plate glass windows suitable to an effective display of merchandise are seldom found in grocery stores, and when they are, they generally are given over to the display of some one article of merchandise and "dressed" by an agent of the concern that manufactures it rather than utilized by the grocer himself for an artistic exhibit of his own miscellaneous stock.

Perhaps it is the cruelly long hours of his business day and the littered condition of his store, where customers prowl about at will, testing the merits of his wares by actual contact of hand, that make a grocer indifferent to anything like business order. At all events, few persons can have failed to notice—and perhaps to have asked themselves why it is that the average grocery always presents a scene of confusion such as no other form of merchant would tolerate.

Why MOTHERS Should NOT WOBBLE

IF you decided yesterday, after sane, unprejudiced thinking, that it was better for your boy or girl not to do a certain thing, stick to it! Do not decide hastily; give the children the benefit of every doubt; don't expect them to look upon life from your point of view, but, when you have carefully considered and have decided what is best for the child, don't wobble! There is no job in the world which requires such decision, such sustained effort as being a mother.

Mothers ought to have a series of mental gymnastics to strengthen their will power. A vacillating woman can't direct and inspire respect, vacillation makes one limp and ineffective, but every time a mother grips her determination tight and does what she thinks best for the children, she pours a tonic through her veins which will result in virile and decisive action.

Avoid expending all your effort on the children, though. Guide your own life with decision and strength of purpose. If, in an exalted moment, you planned to reserve a part of the busy day for your very own interests; don't try it for a week and then wonder if it is worth the effort, keep pegging along at it, and soon it will become a matter of course.

If you have decided that you will keep yourself groomed—keep at it. Don't give your hair an hundred strokes a night for a month and then stop, do it for two months, three months a year—every time you resist the temptation to wobble your determination acquires an extra bit of muscle. The mind is a very marvellous possession, but it is very apt to grow crafty and brutal and devitalized if allowed to stumble and sway and apprehend.

Think matters over clearly and constructively, then, whatever you start out to do, keep at it until it is accomplished or you have demonstrated to your entire satisfaction that you were mistaken in your conclusions.

Train the children to consider what they want to do—impress upon them as they grow older the fact that there are just 365 days in a year—no more—no less—in which to accomplish, and you will have bestowed upon them a much greater gift than mere money.

Do you remember the aged Jacob's cry to his son? "Reuben, Reuben, unstable as water, thou shalt not excel!"

Decide on your goals, then start for them, doterminedly, sanely and with a joyous certainty of sucess. Join the ranks of the sturdy, conquering resolutes. Life offers such infinite opportunities for happiness, usefulness and achievement, if you only don't wobble.

BIG GUN'S LIFE Only 3 SECONDS

ALTHOUGH the big guns of battleships and forts, with their ordnance equipments, usually cost considerably more than the ship's hulls or the forts themselves, the actual life of these weapons is not more than three seconds. This remarkable fact was recently proved by Sir Robert Hadfield, the British ordnance expert.

This means that if the total time were recorded during which high velocity projectiles pass through the inner gun tube, under full service charges, we should obtain only three seconds of actual use, before wear made it valueless.

The tremendous pressure of the powder charge, the terrific speed of the heavy steel shell, the extreme heat generated both by the powder charge and the friction of the passing shell, all contribute their share to the quick deterioration of the big guns. The big guns are built to withstand a pressure of twenty tons per square inch, which means over 2,800 tons per square foot. These guns often measure more than fifty feet in length. The heat required to generate such a pressure will inevitably erode the finest steel.

The guns guarding our Panama Canal are capable of firing a shell sixteen inches in diameter and weighing one ton, for a maximum range of twenty miles. Some of our naval guns are capable of firing Mont Blanc.

When our battleships hold annual target practices, the big guns are fired only about a dozen times each. A few hundred shots being all of which they are capable, the firing is most savingly done.

A TOOTHACHE That MADE HISTORY

THAT the failure of a King to take proper care of his teeth, with the resulting toothache, was the cause of a step that made torrents of blood drench the soil of France, seems to be an historical fact.

Louis XIV., who on October 17, 1685, signed the revocation of the Edict of Nantes, which action took from the Huguenots their right to freedom of worship, and provoked the uprising of the Camisards, who for nearly two decades withstood the armies of the King, had teeth so unsound that before middle age, all those in the upper jaw had been lost or reduced to scraggy stumps.

He naturally became a victim to severe dyspepsia, and during the memorable year of 1685 the royal dentist, we learn, was sometimes with him for a whole day. Inflammation once resulted from the removal of a root beneath which an abscess had formed.

This was said to be during the very time when he was apparently wavering between his conscience and pressure brought by the more radical of his advisers as to compliance with the latter's demand that the Huguenots be suppressed.

The two Colberts—Seignelai and Croissi—and even the young Dauphin, urged delay, but the King answered them in such a tone of irritation that they were silenced, one of them saying to the others: "His Majesty is tormented by toothache; we may not intrude."

And so the Edict of Nantes, which had been granted by Henry of Navarre—as Henry IV. of France—and had assured peace and calm throughout France for more than two thirds of a century, was abrogated, religious strife broke out again, and thousands of Huguenots were driven from their native land.

NORTH POLE Is a FLOATING ISLAND

DURING the controversy over the discovery of the North Pole it was asserted that in all probability neither Peary nor Cook had reached the actual point of the Pole. This belief was based upon the scientific fact that the crust of the earth is constantly rising and falling like the waves of the sea.

The North Pole is constantly shifting its position like a floating island, and this movement is caused by continual changes in the relative weight of various portions of the polar regions.

The earth's surface is very much like a pair of scales. When there is a great load placed upon one portion of country, the increased weight forces the crust downward. This downward pressure communicates itself to adjacent territory, which heaves up to provide room for the expansion of the crowded material below.

The surface of the earth is not a solid compact mass. It is constantly fluctuating in response to impulses from above and below. When heavy rain falls in one section, the weight of water is so tremendous that it depresses the crust to a very appreciable degree. When the water passes off to the sea the decrease in weight causes the depressed crust to rise to its former position.

When a heavy snow fall is deposited on one side of the Pole the pressure produced by its weight is taken care of by an upward bulge in another section of the polar regions. If the theoretical point of the North Pole is at the outer edge, say, of the piece of country which is affected by the bulge, then after the movement has taken place the Pole will shift to a new position, and the new theoretical point may be located at the centre of the bulging piece of land.

When the weight of the snow is removed from that portion of the earth, the withdrawal of the pressure will react on the bulge, allowing it to subside to its former place, in which event the first theoretical point of the Pole will once more be the correct one. These continual shiftings and bulgings of the crust of the earth in the polar regions keep moving the Pole from place to place, so that it never remains long in one staitonary position.

YOU MIGHT TRY---

To Prevent Catsup Fermenting.

CHOP tomatoes, add salt and let them stand in a wooden or earthenware vessel for four or five days before using, each day removing the mould from the surface. Cork tightly when bottling.

For Asthmatic Canaries.

NEVER put a damp perch into the cage. If only one set of perches are used, clean them thoroughly with a piece of sandpaper, then wipe off with a dry, soft cloth. This will prevent asthma, which causes the death of hundreds of canaries in the United States every year.

To Stop Nose Bleed.

ALLOW the nose to bleed freely for a few minutes to clear out the head. Then tie a cord tightly above the second joint of the little finger on the left hand. About the time the finger becomes a little numb the nose will have stopped bleeding. Remove the cord at once. This was successfully tried within the last few years by several people who had suffered for a long time from nose bleed.

This Is WHAT TEARS ARE MADE OF

EVERYBODY knows that tears are the clear, colorless liquid with a slightly salty taste that flows from our eyes when the nervous system is excited by some great emotion, when the mucous membrane of the nose is irritated, or following some muscular effort such as laughing, coughing, sneezing, etc. But few understand just what tears are made of or just how their flow is brought about.

A chemical analysis of tears shows that they usually contain from 98 to 99 per cent of water. The rest of their contents consists of scaly bits of skin, albumen, salt, alkaline and earthy phosphates, mucus and fat.

The eyeballs are constantly bathed with sufficient tears to keep them properly moist, the excess being carried down the nose so gradually that this process is not appreciated.

Tears are secreted by the lachrymal glands, which are about the size of small almonds, and show a close resemblance of the salivary glands. They are connected with a cul-de-sac between the eyelids and eyeballs by eight to twelve small ducts opening through a series of little pores.

The tears are discharged from the gland into the conjuctival sac and flow across the front of the eyeball toward the inner corner of the eyelids, where they are received in a small opening in both upper and lower lid-borders, called the punctum. From here they flow through two minute canals called the lacrimal canaliculi, to the lacrimal sac, or "tear-bag," lodged in a groove in the lacrimal bone below the inner angle of the lid-commissure, or internal canthus.

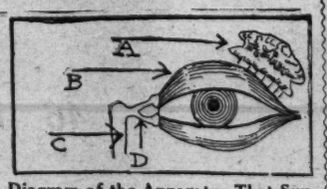


Diagram of the Apparatus That Supplies the Eye with Tears. A—Lacrimal Gland. B—Tarsal Cartilage. C—Tear Duct Leading to Nose. D—Canaliculus, Canal Leading to Tear Bag.

When distended this sac forms a protnision at the inner angle of the lids and may be compressed through the lower lid, expelling its contents through the punctum into the conjunctival cul-de-sac or into the nose. From the lacrimal sac the tears are directed through a bony canal three-quarters of an inch long, called the nasal duct, into the nose.

The forces at work in the passages of the tears from the gland to the nose are capillary attraction, as furnished in the canals, gravity causing them to fall over the conjunctiva and through the canals, and the muscular movements of the lids in winking.

SCIENCE NOW KNOWS---

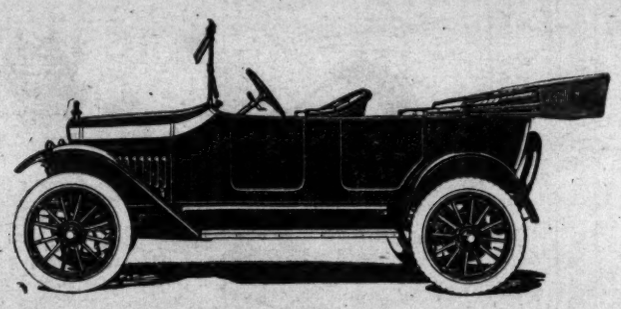
How Bananas "Catch Cold."

MOST people think that a banana that is covered with brown spots and soft and mushy inside is merely over-ripe. As a matter of fact, that particular fruit has caught a bad cold. Bananas are imported in great bunches, the fruit being cut when they are green and hard. If they were cut when they were ripe they would bruise and rot on their way here. The big green bunches of fruit are hung up in a hot store-room to ripen, and to come to perfection they must be kept in an even temperature. Any sudden change of heat, a rush of cold air or a draught, makes the fruit spotted, and it quickly becomes sodden and uneatable. That is because it has caught cold.

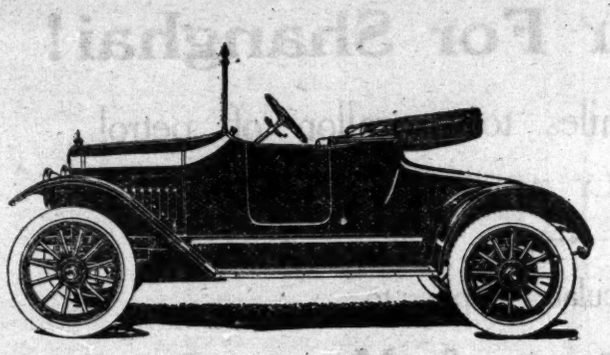
Why Money Doesn't Last Longer.

SIR THOMAS K. ROSE, a well-known English metallurgical expert, calls attention to the effect of grease derived from the sweat of the fingers, or from other sources, in accelerating the wear of coins, which is usually attributed entirely to abrasion. He finds that the fatty acids of the grease have a corrosive action upon the metal. Copper, in particular, even if present only in small quantity as an alloy for gold or silver, is converted into an oleate, stearate or other salt. It has been found by analysis that the dirt on a bronze coin contained 36 per cent of copper in the form of powdered compounds of the fatty acids. When the coin is handled the dirt is in part detached, and the coin undergoes a loss of weight. Gold or silver is not readily converted into salts, but removing the copper leaves the less easily attacked metals in a spongy form that offers little resistance to abrasion. In new coins the rapid loss of weight that occurs is doubtless caused at first by abrasion, but when the rough edges have been removed chemical action may prove to be of the first importance in the succeeding deterioration.

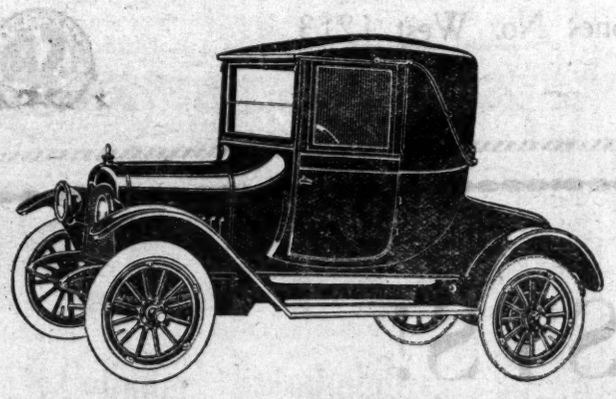
Maxwell



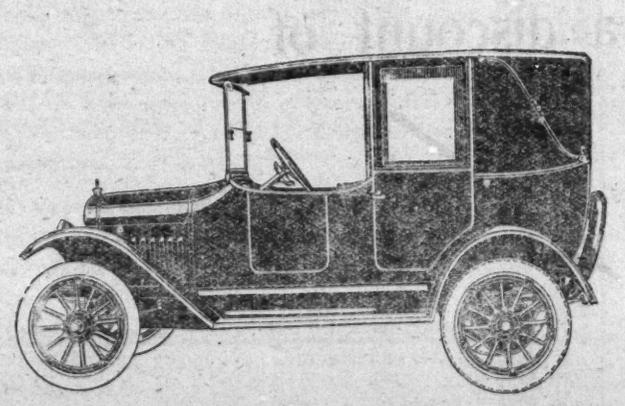
5-PASSENGER TOURING CAR



2-PASSENGER ROADSTER



2-PASSENGER CABRIOLET



6-PASSENGER TOWN CAR

Maxwell cars have greater, actual, delivered horsepower, per pound of weight, than any car built.

POWER must be reckoned in reference to the weight involved.

This is the big underlying truth that is often overlooked in careless statements about horsepower.

We repeat that Maxwell cars have greater horsepower, per pound of weight, than any car built.

This has been proved within the last six months by four competitive tests made in the two leading scientific schools of the United States.

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Rounding Up The Auto Thieves

In the history of automobile thefts there is found no more remarkable series of facts than those connected with the breaking up of the so-called "Doak's Broadway Gang" of motor theives by the Theft Bureau of the Automobile Club of Southern California, according to those who have studied police annals.

So extensive were the operations of this "gang" that automobile club officials declare that the theft of more than thirty-five cars could be traced to their efforts. These cars were stolen daily from the downtown streets of Los Angeles.

Finally, however, their activities were stopped by the Automobile Club's theft bureau and twenty-five of the stolen cars were returned to their owners.

Charles A. Doak, described as a "good dresser," who is alleged to have led the thieves, was stopped in December of last year by Detectives Powell and Lowe of the Automobile Club as he was driving a stolen automobile. At that time he was not taken into custody, having displayed a bill of sale for the car.

He was arrested in September of this year for the theft of a car, but the case was dismissed later in the justice's court. These occurrences led Detectives Powell and Lowe, in their efforts to locate the "brains" of the motor car thieving "gang," which was known to be operating, to go to Riverside, Calif., to investigate Doak's record there. He was then a resident of that place.

On their way to Riverside they met Doak driving a Ford roadster. He recognised the Automobile Club officers and fled in his car. They pursued him through the dark and rain but he escaped into the hills by way of the Box Springs grade.

That was the last seen of Mr. Doak. Immediately the Automobile Club began to trace the operations of the thieves, and found that Doak had been disposing of the stolen cars to an innocent second party who in turn sold them to purchasers, in the belief that Doak was acting as a bona-fide agent.

Every morning the gang would steal a Ford from somewhere about Los Angeles and in the afternoon Doak would turn it over to the second party.

The motor numbers were changed and an apparently "good" bill of sale made out.

To date twenty-five of the cars changing hands in this manner have been traced and recovered by the Club's theft bureau, and others are now being sought. The operations of the thieves totaled about $10,000, according to Secretary Standish L. Mitchell of the Automobile Club.

Secretary Mitchell points out at this time that the Club has established an "identification file" at club headquarters and at its branch offices, where all automobile owners may record the distinguishing marks of their property.

The Club, in its work of recovering stolen automobiles, has saved the motorists of Southern California more than $100,000 since its inception. According to club officials, Southern California has for two years been the center of the motor car stealing industry. An average of three cars stolen a day has been maintained.

A DANISH MOTOR CRUISER

It is understood that a new type of cruiser is to be built for the Danish Navy, in which only internal combustion engines will be installed. Previous suggestions, some of which have been carried out, have been limited to partial propulsion by oil engines utilised chiefly for cruising, as in the case of a German cruiser, a Japanese destroyer, and a proposed German battleship, in which an oil engine was arranged to drive the middle shaft, while the two outer propellers were worked by steam turbines.

In the Danish cruiser there will probably be three Diesel engines, each operating its own propeller. The total power will be approximately 10,000 h.-p., each of the motors having an output of about 3,300 h.-p. They will, no doubt, be eight-cylinder machines constructed by Messrs. Burmeister and Wain, of Copenhagen.

A PATRIOTIC OPPORTUNITY

"Shall we volunteer or wait to be drafted," is the significant question put to the motorcyclists of the United States by Motorcycling and Bicycling in its issue of February 12 which urges readers to do their part in the great plan of preparedness by the organisation of volunteer companies in communities where 25 or more riders can be gotten together, a most laudable suggestion and one worthy of serious consideration by every motorcycle rider.

There is no telling when an "overt act" will precipitate a state of war involving the United States. The efficiency of the motorcycle has been one of the outstanding features of the present European conflict and the test given motorcycles by Uncle Sam leaves no doubt that they will be asked to play an important part in whatever the army is called on to do in the event of actual warfare.

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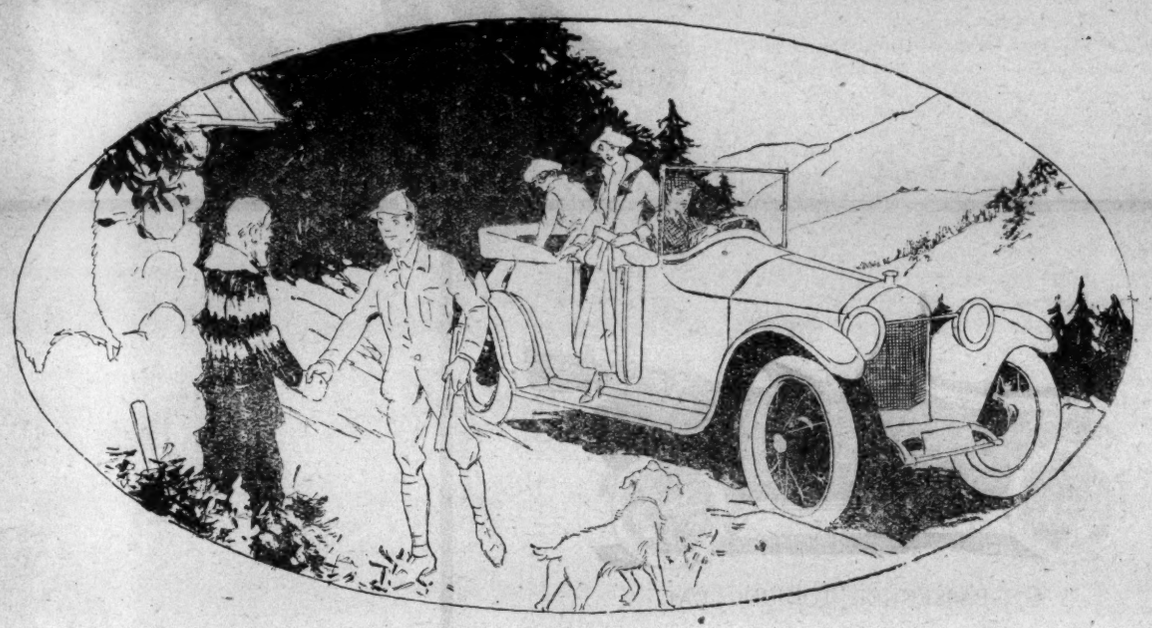

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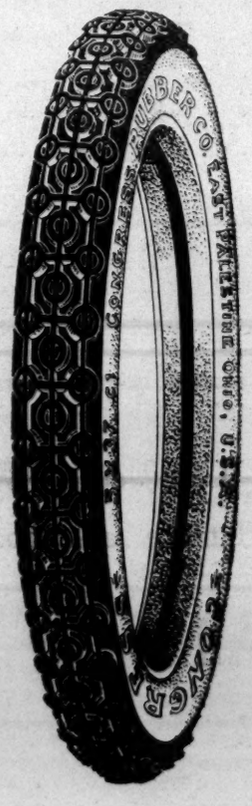

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A Good Business Asset

In every business it is a good idea to pause, once in a while, to make sure that we have the right mental attitude toward our business, says the Buick Bulletin. This applies in all lines of industry, and it is particularly applicable in the business of selling motor cars.

In the automobile business there is a great deal of detail work, and unless a man watches himself closely he will become so engrossed with this work, and the other multitudinous angles of his business, to such an extent that he will unconsciously lose sight of the bigger things.

Among all the factors which contribute to a successful business career nothing is more potent for good results than enthusiasm. And the question is: how can we keep our enthusiasm at "full speed ahead" at all times?

As this applies to Buick men, the question could be answered in several ways. When the product is as well made as the Buick product, and when there is a demand that is practically unceasing from one year's end to the next, and when we have so many tens of thousands of delighted Buick owners, it is not particularly hard for us to keep our enthusiasm for our business at a high pitch.

But even when things go well with us we should not lose sight of the fact that there is a great deal more to the Buick business than merely making money. The man who sells Buicks buys his cars for a certain amount, and sells them for a slightly increased sum, thereby making a legitimate and fair profit for himself. That is a plain dollars-and-cents view of the Buick business.

There is a larger view than that, however. The Buick man, when he sells Buick cars, plays a very important part in increasing the sum total of human happiness and contentment. In other words, the Buick man does a vast amount of good in the world. He helps, as do few other business men, to create happiness among all classes of people.

Time was when we habitually thought of certain classes of men as being engaged in a business from which a part of the return, at least, consisted of the satisfaction, to them, of knowing that they were doing a lot of good in the world. These men and women were somewhat apart from the ordinary business men, for the reason that we thought of them as having a little higher aspiration than merely to make money. Compared to them, the average business man was supposed to have a rather sordid and material outlook. He was supposed to look upon every proposition from the standpoint of how much money he could make out of it, and if there was no promise of a financial return the proposition did not appeal.

To a certain extent this view of the business man still prevails; and the point we are trying to make here is that it prevails less in the Buick business than in almost any other line of business.

The man who sells Buicks has with him always the comforting knowledge that the company back of the product he sells is actuated by the highest and squarest ideals that it is possible to have in business. The company takes the greatest pride in the quality of its product, and is not concerned alone with the quantity. Every man in Buick manufacturing organisation is inspired by the idea that the lasting success of the whole Buick structure depends upon the honesty of the materials purchased for Buick cars and the integrity of the workmanship which goes into those cars.

Buick men are constantly looking forward, and while they realise that the company has won a high position in the manufacturing world they are equally sensible of the fact that this position, now that it has been won, cannot be retained without constant effort on the part of every man in the organisation. There is a constant looking ahead for ways and means to strengthen and fortify the position already won, and to make sure that Buick shall become more and more firmly intrenched in the hearts and minds of the tens and hundreds of thousands of motor car owners who use the Buick product, or who hope to be numbered, eventually, among Buick owners.

The men in the manufacturing organisation find constant inspiration in the knowledge that those who sell Buicks have established a certain close relationship with the motoring public, and this gives to them a sense of responsibility.

Similarly, the men in the selling organisation will find their own enthusiasm increased in proportion as they become familiar with the high ideals actuating the makers of the Buick product.

The men who are out on the firing line, so to speak, have the best opportunity of all to realise and appraise the great amount of good constructive work that Buick is doing each day in the year, and when these men take time, occasionally, to analyse this feature of their business they will be more than ever pleased and gratified to know that they are associated with the Buick company and the Buick product.

Buick men do have this feeling, and that is one of the great reasons for Buick success. Buick men are enthusiastic about their product and their business, and there is nothing in the world so contagious as enthusiasm. Motorists soon get the impression that there must be a great deal to the Buick aside from what appears on the surface, for unless this were true Buick men as a class could not be so continuously enthusiastic about their product and about their business.

In some communities Buick men, because they realise the truth of all the foregoing to perhaps a greater degree than their fellows, are absolute masters of the motor car situation as it applies to their communities. These men, because of their great enthusiasm, leave a wide trail of conviction everywhere they go that no other motor car is in the same class with the Buick.

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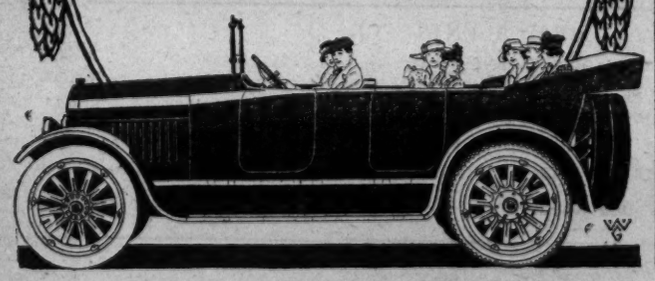

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You cannot tell why a silent room speaks to you in eloquent tones of the taste and refinement that designed and decorated it.

True artistry in the attire of a man or a woman, or in the appointments of a room, or in the design of a motor car consists in blending many small beauties into one beauty.

Judged by this difficult criterion, we believe the new Cadillacs will exceed your highest and most critical expectations.

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The crown fenders blend harmoniously with the pleasing lines of the bodies.

Running boards are clear of encumbrances which mar a clean-cut exterior.

Spare tyres are carried at the rear.

You enter the car and alight from it through doors of liberal dimensions.

Door handles are easy of action and so designed that they are not apt to catch the clothing.

Entrance to the driver's seat is facilitated by the hinged steering wheel which swings downward, but is held securely when driving.

The tonneau entrance is illuminated at night by an electric light

As you enter the car you are impressed with the roominess of the interior arrangement.

The simple luxury of the appointments is inviting

Cadillac upholstery is truly a revelation. It represents the most modern developments in thorough comfort-giving qualities. The covering material is plaited over specially designed deep coil springs.

Extreme inequalities of the road are reduced in their effects, to the lowest minimum, while the lesser inequalities are lost in its soft resilience.

Auxiliary seats---in cars so equipped---fold snugly into recesses, out of the way when not in service.
There are convenient pockets in the doors.

In every detail there is striking evidence of the forethought to provide every comfort, convenience and facility which the most exacting could demand.

And, as you relax and rest from the strain and fatigue which motoring may heretofore have imposed, you appreciate more and more the delight and inexpressible charm of owning and driving a Cadillac.

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The Type-55 Cadillac will be available with a complete variety of body styles, as follows:

Open cars, 125 inch wheelbase; Seven Passenger with disappearing auxiliary seats. Four Passenger Phaeton. Two Passenger Roadster with two passenger disappearing rumble seat. Four Passenger Club Roadster.

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Enclosed cars, 125 inch wheelbase; Four Passenger Coupe. Five Passenger Brougham.

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Care Of Drive Chains And Sprockets

The life of drive chains depends on the attention and care they receive. Reasonable care will pay dividends in good service and long life. The drive chains are made up of a large number of bearings or links that must be kept clean and well lubricated. Do not make the mistake to believe that a little thin oil poured over the chain will suffice for chain lubrication. Oil applied in this manner will not work in between the rollers and bushings where the lubrication is needed.

It is as important to keep the drive chains clean as it is to keep them well oiled. The two go hand in hand. A dry chain may be clean but will wear quickly and become useless in a short time. On the other hand, a dirty chain may be well oiled but the dirt will wear and cut the chain and sprockets and render both useless in a short time. Oil naturally accumulates dust and grit, therefore it is important to keep the chains clean and well lubricated, especially through the summer months.

How to Clean and Lubricate Chains

Chains should be inspected, cleaned and oiled every 500 miles. Basing a year's mileage on an average of 6,000 miles, this means once a month, or about once every two weeks during the summer. If you travel largely through mud or sand, clean the chain once a week. This applies particularly to machines used in commercial or R. F. D. service and are used practically the year round.

To clean and lubricate chains, remove them from the machine. Place in an old pan and cover with kerosene or gasoline. Do not be satisfied to let the chains soak for a while but stir them around and clean with a brush to see that all grit is removed.

After each cleaning the chains should be lubricated. The best lubricant is Harley-Davidson chain compound which is especially prepared for this purpose. This lubricant comes in ½ lb., 1 lb., 2 lb., 5 lb. and 10 lb. cans and can be obtained from any Harley-Davidson dealer.

The chain compound is a non-fluid lubricant and must be thinned by heating before it can be properly applied. It can be heated in the can in which it is packed and then poured into the shallow pan containing the chains. Keep the lubricant hot for about ten minutes while the chains are immersed, so that it can work its way under the rollers. Then remove the chains and hang them up so that the excess lubricant can drip off. Catch the lubricant which drips from the chains because it can be used over and over.

Chains and sprockets that are in good condition mean smooth and quiet running, while worn and stretched chains are noisy and detract from smooth running. Power also is lost. You cannot afford to neglect your chains whether from the angle of efficient service or the cost. A set of drive chains properly cared for will give double and three times the service of a set that receive little or no care.

Chain Care in Sandy Country

Sand accumulates on oil. Therefore, if you travel largely on sandy roads, do not place thin oil on chains, in fact it is advisable that you bend your crank case relief pipe so that it does not spray oil on the short chain. Ordinarily a little thin oil is good for the chains although it does not suffice for lubrication, therefore the crank case relief pipe is bent to spray the oil forced from the motor on the down stroke of the pistons, onto the short chain. This does not mean that the chains are not to be treated with the proper lubricant. Harley-Davidson lubricant is not a thin oil and, while applied in liquid form hardens as soon as it cools, forming a film that provides lubrication and prevents sand and dust working under the rollers.

Sprockets and Chains

The sprockets also should be considered in their relation with the drive chains. When a chain is worn sufficiently to need renewing, pay special attention to the condition of the sprockets before fitting a new chain. This refers especially to the motor sprocket which because of its size is subject to considerably more wear than the other sprockets.

When a sprocket is worn hook shaped or undercut, it should be replaced when a new chain is fitted, because the original ⅝" sprocket pitch line has naturally been increased according to the wear and a new chain with ⅝" pitch will not fit. The chain will be noisy, will wear excessively and in a short time will be little better than the old chain. The same condition, of course, applies to fitting a worn chain to new sprockets. The pitch lines are not alike, there is no fit and excessive wear will take place.

Before the rollers leave the tooth they are forced backward due to the under-cutting or hook shape of the tooth. This puts great strains on the chain, especially if adjusted tight, causes quick wear and makes the chain noisy. This abnormal wear will be increased if the chain is not given the proper care.

The design of the sprockets and chains calls for .010" clearance between the rollers and sprocket teeth on both sides at the center radius, as illustrated. When a sprocket or chain is worn, this clearance is increased and there is considerable forward and backward motion such as a drag when the motor is compressing a charge and a sharp pull when the explosion takes place. This motion causes unnecessary wear, affects the smooth running of the motor and is felt in most aggravated form when the machine is driven at a slow pace with the clutch fully engaged.

When fitting a new chain, it is not necessary to replace the sprockets if they show only slight wear. However, if one or both the sprockets are hook shaped or undercut, replacement is necessary because a sprocket that has begun to wear hook shaped will wear very rapidly.

Why the Chains Should be Kept Properly Adjusted

Properly adjusted chains mean an absence of vibration and jerking at slow speed with the clutch fully engaged. This naturally means smooth running and longer chain life. Poorly adjusted chains are subjected to the vibration and jerking of the motor. This means short chain life, uneven running and an unnecessary strain on the machine. If your machine does not run smoothly at slow speed, examine your chains and you will most likely find them loose fitting.

Pay special attention to the chain adjustment when the machine or the chains and sprockets are new. It will be found that the chains will develop some slack quickly. This is because the many bearings in the chain are wearing in, and not because the chain is stretching. A loose chain should be adjusted as soon as possible.

Is a Chain Properly Adjusted

Chains are properly adjusted when there is a little shake. This shake should be obtained by taking hold of either the front or rear chain with the thumb and index finger only. With just a little exertion it should be possible to move the chain about ¼" up or down at the center point between the sprockets. Do not overlook turning the sprockets and trying the chain adjustment at various positions and adjusting the chains so that this slack or shake will develop at the tightest spot. This is extremely important because if chains were adjusted according to the loose spots, a severe strain would be placed on the motor, and in fact on the complete machine. This may result in breakage of some kind sooner or later.

Loose spots are very seldomly found on a new chain, but while the machine is being used chains naturally wear and since wear is not equal all around the chain, loose spots may develop. Loose spots may also be caused by something wedging between the sprocket and chain. This will sometimes happen without he rider's knowledge, for instance, when the wheels of the machine or of another passing vehicle throw a piece of wood, rag or stone between the sprocket and chain. Following are instructions for adjusting both chains depending on the model.

Adjusting Front Chains

This adjustment is made from the right side of the machine. Remove the right crank clamp nut and take off right pedal crank. The crank is a taper fit and it may be necessary to tap the threaded end before the right crank can be removed. Be careful that none of the threads are damaged in this operation. Then remove the short locking sleeve. Then loosen the lock nut which clamps the eccentric crank bearing, about 1-16" towards the left and strike the eccentric crank bearing toward the left with a block of wood or soft hammer so as to disengage the locking teeth of the sprocket hub on the left side.

The eccentric crank bearing can now be turned in either direction, but be sure to turn it so that the crank is towards the bottom whenever tightening the chain. If the crank is turned toward the top the drive pawl shell may strike the chain guard. To turn the eccentric crank bearing easily, insert a heavy nail in the hole drilled in the right end of the eccentric. Then use a screw driver as a pry between the left pedal crank and the nail. In this manner the short chain can be tightened or loosened as desired.

After the chain has been properly adjusted, tap the eccentric toward the right again to engage the locking teeth on the left side. Then tighten the eccentric lock nut. It is essential that the lock nut be pulled up tight so that it holds the eccentric firmly. Fit the locking sleeve, making sure that the lugs interlock properly. Then replace the right pedal crank.

Front Chain Three Speed Models

Loosen the four nuts beneath the three-speed gear box with the wrench furnished for that purpose. Also loosen the lock nut on the adjusting screw which is exposed on the right rear side. A few turns of the screw will effect a decided change in the adjustment of the front chain and should be tried at all parts of the chain as the adjusting screw is turned.

After the proper adjustment has been obtained for the short chain, be sure to tighten the four nuts on the bottom of the transmission, and the adjusting screw lock nut. This is extremely important.

Adjusting the Gear Shift

If, after adjusting the chain, it is found that the gears do not engage readily, it will be necessary to readjust the gear shifter rod or the frame bracket on the frame loop, on account of the change in the position of the gear box. It will be difficult to shift into high gear if the shifter shaft comes in contact with the frame loop. In that case, loosen the two cap screws that clamp the frame bracket onto the frame loop, a few turns. Then tap the frame bracket to the right and upward as may be needed. It should be possible to insert one thickness of paper between the shifter shaft and frame loop when the gear shifter lever is in high. This is to assure that the shifter shaft clears the loop. After this adjustment has been obtained, again tighten the two cap screws.

It may be necessary from time to time as the front chain is adjusted, to adjust the clutch lever rod leading to the foot lever to compensate for the new chain adjustment. When the clutch hand lever is way forward the foot pedal must be in the same position. If it is not, lengthen or shorten the rod as may be necessary.

Adjusting the Rear Chains on All Models

The rear drive chain may readily be adjusted by sliding the axle forward or backward. This can be done by turning the adjusting screws in the rear axle clips inward or outward as is necessary. Of course the axle nuts must be loosened first, also the brake arm clip bolt before any adjustment can be made, and care should be taken that the nuts are properly tightened after the chain has been adjusted.

After tightening the axle nuts, spin the rear wheel to make sure the wheel runs true to the center of the forks, also that the chain runs true, or in other words, that the rear drive sprocket is properly lined up with the front drive sprocket or countershaft sprocket.

It is always advisable to turn both the adjusting screws the same number of turns if the machine has not been in an accident which may have sprung the frame. To have the rear wheel lined up properly is extremely important because if a motorcycle is used with the rear wheel out of alignment, there will be an unnecessary wear of chains, sprockets and tire.

Inspect Brake Adjustment

After the chains have been adjusted the brakes generally will require readjusting. If the rear wheel has been moved backward to take up slack in the rear chain the brakes in most cases will drag and cause a loss of power. Therefore, turn the rear wheel to see whether this drag has developed. If it has, lengthen the foot brake rod or move the hand brake frame clamp farther backward on the right stay. In some cases after a chain has seen considerable service it will be necessary to remove a half link or a whole link. Then to again adjust the chain will require moving the rear wheel forward. This, of course, necessitates readjusting the brakes. For complete instruction covering brake adjustments, refer to the manual.

Make good use of these suggestions. It really takes more time to explain some of the operations than to do them. Once you are familiar with the job, you'll find it easy. If you haven't the time to look after your chains and sprockets, it will pay you to have your dealer keep them lubricated, clean and in proper adjustment.

Marine Petrol Engines

In the United States during the past two or three years there has been a somewhat surprising development in the construction of marine internal combustion engines, in the form of petrol motors yielding from 150 to 300 h.p. Motors of this power running on light fuel are known in this country only in connection with high speed racing craft, and petrol engines for marine work are seldom built in powers above about 60 h.p. for ordinary sale. Manufacturers in Great Britain have, on the other hand, tended to develop the paraffin motor for the larger powers, as well as engines using the hot bulb principle. The reason for this difference in the two countries is not far to seek. The cost of operation of a petrol engine of high power in any European country is so great that few can afford it, and for ordinary commercial work it is out of the question. In the United States, however, petrol can often be obtained at a price below the average cost of paraffin in Great Britain, and very little higher than the existing price of heavy oil. In consequence neither the paraffin nor the hot-bulb engine has been developed on a large scale in America, and for large or fast yachts and even in many commercial craft petrol engines are usually adopted.

Express Cruisers

Among the wealthier yachtsmen of America there has lately arisen a demand for high-speed motor yachts which are commonly called express cruisers. These craft have a length of from 50ft. to about 120ft., and two motors, sometimes three, developing about 150 h.p. each, are generally installed, running on petrol and with a high rate of revolution. With these boats a speed of from 18 to 23 or 24 knots is usually demanded, and to comply with such conditions, while providing a fair amount of accommodation on the boat, the petrol engine is the only possible type of motor. Two yachts are being fitted with four 400 h.p. petrol engines, and a speed of over 30 knots is anticipated.

The engines usually have eight cylinders and run at about 1,400 to 1,500 r.p.m. Their suitability for installation in boats of this kind is shown by the fact that a typical 200 h.p. standard model developing its power at about 1,400 r.p.m. weighs only between 1,600lb. and 2,000lb., has an overall length of less than 8ft., and stands barely 3ft. above the floor level. The cylinders are generally about 5in. in diameter, with a stroke of 6in. or 7in., and the aim of the designers in most cases is to produce a machine that is as nearly as possible totally enclosed and self-contained, even the reverse gear being bolted on the same bedplate as that which supports the engine.

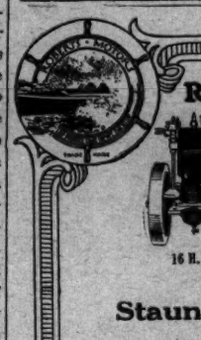
Standard models are produced with two, four, six, and eight cylinders of the same dimensions. The eight-cylinder engines are, in fact, little more than a combination of two four-cylinder sets, for it is not unusual to have two magnetos, and generally two entirely separate carburetors are fitted, each feeding a group of four cylinders.

Valves and Lubrication

Although some manufacturers have adopted overhead valve with these engines, as might perhaps have been expected in view of the necessity of obtaining the highest possible specific powers per cubic inch of cylinder volume, the tendency now appears to be to revert to valves of the under type, placed either side by side or on opposite sides of the cylinder, with two camshafts for their operation. Weight is kept down as much as possible and the upper part of the crank chamber is usually of manganese bronze, while the lower is frequently of some aluminium alloy, although cast iron is also adopted when the extra weight is not of importance. The crankshaft is generally carried in the upper half of the crankcase.

The greatest attention is paid to lubrication, which, in these engines, has to be exceptionally good if they are to be thoroughly reliable in operation. The lubricating system is forced feed, the pressure being commonly maintained at 41b. or 5lb. per sq. in., and the pistons are oiled by splash as with the ordinary motor-car engines. It is, however, generally thought desirable to cool the lubricating oil after circulation, and for this purpose the sump at the bottom of the crank chamber is cooled by a sort of water jacket carried beneath it. Electric starting sets are almost invariably fitted.

It is unlikely that circumstances will arise which would render it profitable to manufacture motors of this sort in quantity in Great Britain; but it may, nevertheless, be pointed out that neither their design nor their construction presents any exceptional difficulties, and if British manufacturers were convinced that there would be a sale for them, they could no doubt be manufactured here fully as well as in the United States.



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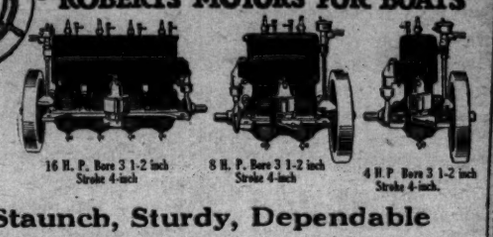

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Staunch, Sturdy, Dependable

2-Cycle—Working steadily all over the world for all purposes. *Roberts Marine Standard Type 4-16 h.p. Slow speed, heavy duty type, 8 h.p.* Roberts Famous Aeroplane and Racing Motors. We are open for dealers for this territory; will be glad to furnish specifications and terms.

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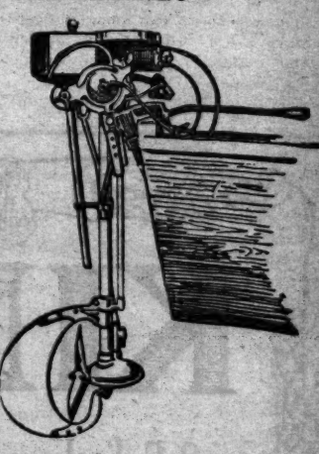

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Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

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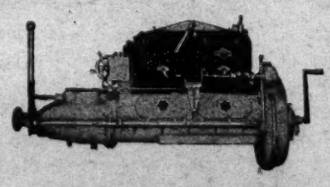

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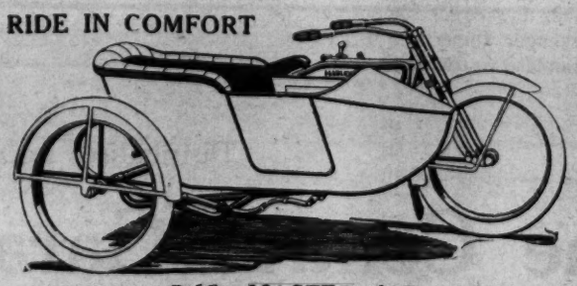

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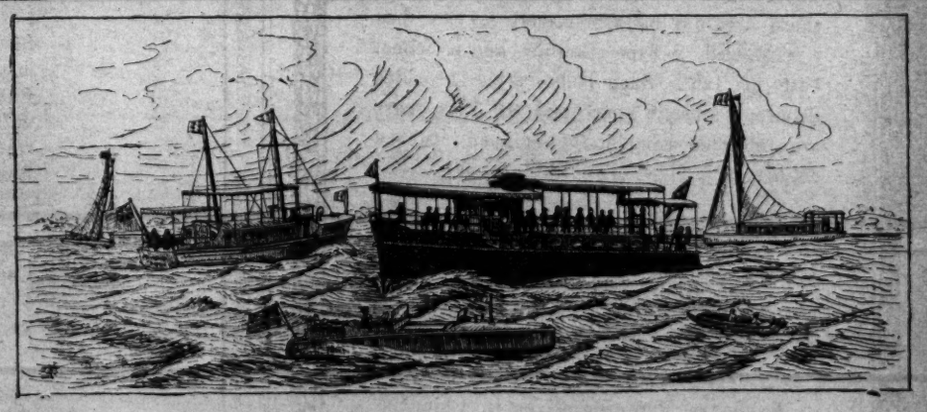

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Note.—All these engines operate on kerosene
FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 100 h.p., no hot bulb, no water drip.

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SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 15, 1917

OVERTON BREAKS WORLD'S RECORD

Yale Man Runs Spectacular Mile Indoor Race, Cutting Two And One-Fifth Secs. Off Mark

Philadelphia, March 10.—Johnny Overton of Yale smashed the world's one-mile indoor record in winning the Meadow Brook mile at the indoor games of the Meadow Brook Club in the Commercial Institute here tonight. Overton, in a sensational race, broke the tape in 4 minutes 16 seconds, breaking by 2 1-5 seconds the record made by Abel Kiviat four years ago.

In one of the most remarkable indoor races ever run, Overton whirled around the steeply banked ten-lap track at a terrific pace. Ivan Myers of the Illinois A. C., the national one-mile champion, and Mike Devanney of the Millrose A. C. were the only other starters.

Overton leaped away at the start and for half a mile swept around the track at an even, swift gait. Passing the half mile post, Devanney, who had been running second, overhauled the Yale cross-country champion and broke into the lead, with Myers trailing along in third place some five yards or so behind. Overton shot out once more and regained the lead.

Devanney, tiring fast, fell in behind Myers just as they rounded the turn into the stretch for the last lap. Then it was that Overton was put to the test.

Myers, crowding on every bit of speed he possessed, set out after the Yale Captain. Stride by stride he closed the gap and at the last turn was barely two jumps behind, but Overton with wonderful finishing powers met the challenge and in a bitter duel through the stretch held off the national outdoor champion. He won by a scant three yards, while Devanney was a dozen yards behind.

Overton ran his first quarter in 1 minute 1 3-5 seconds. He took 1 minute 8 1-5 seconds for the second quarter, making his time for the half 2 minutes 9 4-5 seconds. The third quarter, with Devanney showing the way, was run in 1 minute 3 seconds, and the last in 1 minute 3 1-5 seconds.

Ted Meredith, running as he always runs, when pushed to the limit, came back before his own home folk with flying colors in the Meadow Brook "600." Ted, whose racing this winter has been most erratic, was never better than when he faced the gun in the Meadow Brook trophy race against Earl Eby of the Chicago A. A., Joe Higgins of the Irish American A. C. and Dave Caldwell of the Boston A. A.

With the crack of the gun Eby jumped to the front and set a burning pace, but Meredith caught him before they had gone fifty yards and, forging into the lead, ran like a whirlwind. He staved off a brilliant sprint by Eby and in the last lap held Higgins back when for a time it seemed as if the former Holy Cross star was about to come through with one of the sprints that has won him many a race in the last six weeks.

Eby, right at Meredith's heels all the way, never seemed able to get up on even terms with the intercollegiate quarter-mile champion. Thus it was that Meredith broke the tape in 1 minute 21 2-5 seconds, within one-fifth of a second of his indoor record for the distance. Eby was second, a bare yard behind Meredith, with Higgins third, half a yard further back, and Caldwell hopelessly in the rear. It was Meredith's third victory in as many years, and he captured the cup outright.

FUH TAN COLLEGE SPORTS

The third annual track meet of the students of Fuh Tan College was held yesterday on the recreation ground adjoining the college. There was a large gathering of spectators and the events were closely followed. Competition was keen and the boys showed very fine form. The management of the college are to be congratulated on the splendid arrangements they made. The feature of the afternoon was an exhibition of Chinese boxing by twenty boys of the College Athletic Association.

At The Theaters

Apollo Theater

Walter C. McKay, musical comedian, is the star attraction of the present program at the Apollo Theater. His singing, banjo playing and clever patter have already made him a favorite with critical Shanghai audiences. There is also being shown a Pathe-color feature, in three parts, entitled "Hands from the Shadows." It is a fascinating subject taken amidst picturesque surroundings. The rest of the excellent program is made up of the usual Gazettes and two laughable comedies.

Those who have not yet said goodbye to Pearl White in "The Iron Claw," and discovered the identity of the "Laughing Mask," can do so at the Matinee this afternoon, when the last two episodes will be screened.

The exciting serial "The Iron Claw" is said by many to have been the best film ever screened in Shanghai. Its successor, commencing tomorrow night, will prove an even greater attraction. Fourteen powerful stories by Mrs. Wilson Woodrow, based upon social errors, have been put into fourteen ultra-dramatic photo-novels, entitled "Who's Guilty?" Each story is complete in itself. Tomorrow night members of the audience, after witnessing the first two stories, can ask themselves the question—"Who's Guilty?"

Olympic Theater

The million-dollar, 10-reel film "Civilisation" has proved enormously popular among Shanghai Cinema-goers. So great is its attraction, that many who seldom, if ever, enter a movie palace, have felt constrained to witness this great drama of war and its attendant horrors. The film is an argument against giving one man the power of life and death over men, women and children. Special music was written for the film, and this is rendered by the Municipal Band. It is to be shown for three nights more and at today's matinee.

Victoria Theater

The first two episodes of an extraordinarily interesting serial, entitled "Peg o' the Ring," are now being shown at the Victoria Theater, and in the opinion of many, the heroine, Lucille Love, is every bit as captivating as Pearl White. The film also features Hugo Loubeque, a famous movie-star. The first two episodes will be shown at the matinee today and also tonight and tomorrow night. There are other fine new pictures as well.

Clarke's Cirque

"Cirque" means "circus," children and grown-up children, and tomorrow night will witness the opening of Clarke's Circus at Chang Su Ho's Garden. This is the first time the company has visited Shanghai, and all young hearts are agog to see what there is to be seen. All the performers are Europeans, and their press notices are written in glowing terms.

Towa Theater

That exciting serial "The Broken Coin," now being exhibited at the Towa Theater, is rapidly nearing its end. As the climax approaches the episodes become more sensational than ever. The 17th and 18th chapters are being shown tonight and at the Matinee; tomorrow night the 19th and 20th. There will also be a laughable Keystone comedy and a Wild West drama.

Bandman Co.

After a short but successful season, the Bandman Opera Co. will make their farewell bow at the Lyceum Theater in "High Jinks." They will be back here again later on, and may be assured of a warm welcome.

LITERARY ASSOCIATION

Special Correspondence to The China Press

Soochow, April 12.—The regular monthly meeting of the Literary Association was held this afternoon at the Louise Home at Mo Kar Hwo Yoow. The first half hour was devoted to a memorial service for the three members who have died within the past few months, Dr. Anderson of Northern Presbyterian Mission, and Dr. Davis and Mr. Haden of the Southern Presbyterian Mission.

The lecture of the afternoon was given by Mr. Andrew Allison of Kiangyin. His subject was "Some Common Chinese Birds." Mr. Allison delighted and instructed his audience, giving many interesting facts about the habits and markings of the various birds which a bird lover is likely to meet with on the plains or at Kuling and Mokanshan. A number of those who listened so attentively to his presentation expressed their desire to take up the study of birds in some systematic way.

After the lecture delicious refreshments were served by the ladies of Louise Home.

INDOOR SPORTS By Tad

PIPE, JOE LOOK, GET THE CIGGIES HE SMOKES— 20 FOR 5¢ THAT'S THE TIP OFF
HE LOOKS LIKE A LIMOUSINE BUT HE'S GOTTA BRAIN LIKE A JITNEY
DONT BRING THAT HICK AROUND HERE ANYMORE— PEOPLE'LL THINK WE KNOW HIM.
OH IS THAT SO— GOD MADE THE IMAGE AND OF THE CHIPS HE MADE CRITICS— I WISH THAT YOU HAD OSWALDS LOVELY MANNERS
I GOT HIM RIGHT OFF— HE SAID HE OWNED A FLIVVER AND THEN TALKED ABOUT THE JOYS OF MOTORING— AINT THAT RICH'
INDOOR SPORTS
KIDDING YOUR SISTER ABOUT HER HARD BOILED ADMIRER WHO HAS JUST SPENT THE EVENING AGAIN

Gallops of the Ponies in Training for the Spring Races

Saturday, April 14, 1917.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter.
Standard Dahlia	boy	42.1	1.21.1	1.58	2.36.3	3.03.1				32.3
Goodwood	boy	40.3	1.16.2	1.54.3	2.32.1	3.05.4	3.38.3			32.4
Upwood Park	boy	45.2	1.35	2.18	2.58	3.31.4				(m) 33.4
Peronne	boy	46	1.36.3	2.21.1	3.01.3	3.36.1				34.3
Zuider Zee	boy	48.2	1.30	2.07						37
Swanee	boy	40	1.19	1.50.1						31.1
Klonborg	GW	47	1.28.3	2.11	2.48.2	3.23.2	3.55.3			32.1
Osiris	boy	41.3	1.25.2	2.05.2	2.44.2	3.18				33.3
Klodshans	boy	42	1.22.3	2.06	2.46.3	3.25.3	3.58.1			32.3
Cockerel	boy	39.2	1.16	1.55.4	2.32.4	3.07.2	3.41			33.3
Birchwood	boy	34.3	1.09.4	(last ½ of 1)						35.1
Coronet Dahlia	boy	34.2	1.07.2							33
Sir Lamerock	boy	43.4	1.20.4	1.54						33.1
The Raj	boy	39	1.16	1.49.2	2.21					31.3
Chestnut	boy	42.3	1.21	1.57	2.31.3					(m) 34.3
The Capercailzie	HEA	41	1.25.2	2.02.3	2.37.1	3.08.4				31.3
Windsor Dahlia	boy	37.2	1.13.2	1.47.2	(last ¾ of 1¼)					34
Lucky Star	WH	31.4	1.10.1	1.44.4	2.17.2	2.49.3				32.4
Cockatoo	boy	40	1.16	1.51.2	2.25	(last mile)				33.3
The Kangani	boy	39.1	1.15.2	1.55.3	2.31.3	3.05.1	3.38.2			33.1
Black Pearl	boy	—	1.18.3	1.51		last ¾ of 1¼				32.2
Lecapon	ES	42	1.16.2	1.51.3	2.25					33.2
Middlekerke	boy	38	1.14	1.53.4	2.29.4	3.04.1	3.37.2			33.1
Black Diamond	JJ	46	1.26	2.11.4	2.53.2	3.33.3	4.13			39.2
Beaconlight	EM	37.2	1.13	1.49.4	2.30.3	3.07.4	3.43	4.15	last 1¼	32
Skylight	boy									
Morning Side	boy	39.2	1.21	1.57.3	2.30.3	3.02.1				31.3
The Recruit	boy	36	1.21.2	1.59	2.33.2	3.06.2				33
Isis	boy	35	1.08.3		last ¾ of 1¼					33.3
Royalsand	boy	40	1.17	1.58	2.36	3.10	3.45.3			35.3
Reims	boy	41.3	1.20.2	1.57.1	2.33					(m) 35.4
Springie	JJ	43.4	1.23.2	2.09	2.49.1	3.28	4.04.4			36.4
Oriole	WH	41	1.29	2.17	3.00	3.35.3				(m) 35.3
Shirley	RMD	40.1	1.20.4	1.56.2	2.31	3.04.4	(last 1¼ of 1¾ whole time 4.30)			33.4
Bobbie	HEC									33.4
Paragon	boy	39.2	1.15.3	1.47.2	2.19.4					32.2
Hawthorn	boy	42.1	1.19.3	1.53.3	2.27	(last mile)				33.2
Diala	JPH	39	1.14.4	1.53	2.28.1	3.01.4	3.35			33.1
Kowloon	boy	37.1	1.19.3	1.59.1	2.33.4	3.06.1				32.2
Goldsand	boy	37.3	1.18.2	1.55	2.30.3	3.06.1				(m) 35.3
Fresco	boy	41	1.18	1.58.3	2.35.3	3.10.3	3.43			32.2
Golden Oriole	boy	39	1.15.4	1.49.3	2.21.3	last mile				32
Fairylight	EM	44.1	1.27	2.03.3	2.40.3	3.22.2	4.00.3	4.37.1	5.07.4	30.3
Tiga	RMD	41.2	1.14.2	1.47.3	2.20.4					33.1
Harlequin	JJ	40	1.18	2.00.2	2.40.2	3.16.4	3.50.4			34
Senlis	boy	37.4	1.18	1.53	2.27.3	3.01.2				33.4
Winsome Dahlia	boy	37.4	1.16.1	1.49.1	2.21.4	2.56				34.1
Darlington	boy	36.3	1.12.4	1.52.4	2.28.3	3.03.2	3.35.3			32.1
Tuki Tuki	boy						3.36			32.3
Inchkeith	boy	36.3	1.16	1.52	2.25.3	2.58				32.2
Ampat	RMD	39.4	1.15	1.49.4	2.24.4					35
Goldfinch	boy	39	1.14	1.49	2.24		last mile			35
Rushlight	boy	45.1	1.23.3	2.00	2.34.4	3.14	3.50.4	4.24.4	4.58	33.1
Grey Goose	JJ	41.2	1.27.2	2.09.2	2.48.2	3.24				35.3
Gladiator	boy	41.1	1.17.3	1.59.3	2.39.1	3.16.4	3.49.4			33

(m) mud course, all the others cinders.

-:- Of Interest To Local Swimmers -:-

In view of the coming swimming season, local exponents of the natatorial art will be interested to read the following from The New York Times, from which it will be seen that swimmers now favor the trudgeon-crawl, Frank Sullivan's stroke now being used by a majority of water champions:—

One of the most noticeable features of the present indoor swimming season has been the absence of devotees of the crawl stroke from important competitions, and there are signs aplenty that this style of natation is fast losing favor among racing men. Although in 1915 several of the best contestants in the field were crawl exponents, and even last year a few of the leaders used the stroke, it looks now as if every signal honor in free style swimming would hereafter be captured by supporters of the single and double varieties of the more recently developed trudgeon-crawl.

Duke Kahanamoku of Honolulu and Arthur Ruthel of the Illinois A. C. of Chicago, undoubtedly two of the greatest plain-crawl swimmers of all time, have been shorn of their laurels, and the foremost paddlers of this day, including Herbert Vollmer and Teddy Cann of the New York A. C., Harry Hebner and Perry McGillivray of the Illinois A. C., Norman Ross of the Olympic Club of San Francisco, and Lady Langer of the Los Angeles A. C., all mermen of world's championship caliber, display the trudgeon-crawl. This virtually universal change of method is the more surprising in that it was effected at the time when Kahanamoku was shattering international records with free hand, and everything indicated the supremacy of the straight-crawl.

It was Frank Sullivan of Chicago, now coach of swimming at Princeton University, who first evolved the idea of building a new stroke by combining the scissor kick of the trudgeon and the continuous thrash of the crawl. This was about twelve years ago. But quite a period elapsed before racing men could be induced to give the innovation a trial. Until Sullivan taught the trudgeon-crawl to Hebner and McGillivray as novices and then turned them into national champions, instructors and swimmers alike had refused to pay the slightest attention to the composite stroke.

The unexpected victories of the Chicago boys were the signal for widespread adoption of the trudgeon-crawl in this country, although not a few competent authorities retained their faith in the crawl, pointed to what was being done with it to prove its supremacy, and discouraged strongly its abandonment.

The pendulum had swung, however, and there was no bringing it back, and before long actual performances began to demonstrate the correctness of Sullivan's theories. Then the new stroke became the recognised medium of American swimmers for racing.

A good many experts still hang on the fence, admitting the trudgeon-crawl's efficiency in middle-distance swimming, yet claiming the crawl best for sprinting. But the contestant himself has made clear his preference, so it is not unlikely that the crawl will gradually fall into complete disuse.

Scouting Notes

By Tracker

The Scouts of Shanghai have made the best of their time this Easter vacation, most of them under canvas. The St. John's Troops made use of their own grounds and quite a lot of work was got through.

The 2nd and 11th Troops were in camp at Yangtszepoo and devoted their time to field work and proficiency tests. The scouts of Fuh Tan College spent their holiday with the Chong Sing Troops at Hardoon's Garden.

The Nanyang boys were more ambitious and trekked to Quinsan, camping on the top of the hill. This Troop is certainly to be congratulated on the expeditious way the soft baggage, i.e., bedding, etc., was sent down the hill; one kick from the top and "hey, presto" the thing was done. Some transportation!

I hear scouting is going ahead in Wusih and though they have not yet been affiliated with the Scouts Association of China, the movement is growing and I understand the scouts number several hundreds.

The Sports at Fuh Tan College gave the 7th Troop another chance to "do their good turn" yesterday afternoon. A first aid station was prepared but, fortunately, there was no call to use it.

The remainder of the troop were kept busy running here and there making themselves generally useful in true scout fashion. The scouts themselves were well to the fore in the events, no less than ten events out of fourteen falling to their credit.

SHANGHAI ROWING CLUB

After the termination of the Winter Season and the closing of the Gymnasium, the training for the Spring Regatta of the Shanghai Rowing Club has now begun, and it has been decided to hold a Regatta at Henli on May 16 and 17, when the following events will be competed for:—

Hong Fours.
Griffin Pairs and Fours.
Club Fours.
S. V. C. Fours.
S. V. C. versus S. F. B. Eights.
Sculling Championship.

As will be noted from the above ample provision has been made for the Griffins, there being both a Pair Oared and a Four Oared Race for which they may enter, and necessary arrangements have also been made to take care of the coaching of new members.

With regard to the other events, the race between a boat composed of members of the various companies of the S. V. C. against one composed of members of the S. F. B. ought to be one of the greatest interest.

In addition to the above events, the Club also expects to get entries enough for a motor-boat race and a yacht race, similar to previous regattas.

USE OF DOUBLING AT ROYAL AUCTION

A Strong Weapon But Beginners Are Apt to Cut Their Fingers On It

By An Expert

New York, March 11.—Among the the modern conventions at auction that have become popular with the more advanced players probably none have attracted more attention than the double. Unfortunately, like its name, it is a double edged sword and cuts both ways. Judiciously used, it is a strong weapon, but beginners are apt to cut their fingers with it.

Doubling Suit Bids

There are now to standard forms of the conventional double in use, neither of which means that the contract can be defeated. Doubling a one trick bid in suit shows that the doubler would declare no trumps but for the fact that the adversaries would immediately lead the declared suit and save the game, as there is no stopper for that suit in the no trump hand.

The object of the double therefore is not score penalties by defeating the contract, but it is a conventional way of asking the partner if he can stop that suit. If he can he may safely bid no trumps. If he cannot stop the suit that is doubled he must bid his own best suit, no matter what it is. Under no circumstances should he leave the double in.

Doubling No Trumpers

The double of a one trick bid at no trumps has precisely the opposite meaning to the suit double. The double in a suit asks the partner to go no trumps. Doubling a no trumper asks the partner to declare his best suit.

This double shows that although there is an alleged no trumper on the player's right, he thinks he is strong enough to play a suit against it, but he does not want to guess at the suit, and would like to know in which of the four his partner has the best support.

It should be obvious that if it were not for the encouragement offered by the double the fourth hand would very rarely have a bid, because there would not be much left for him to hold if the dealer and second hand each had practically a no trumper.

The Answer to the Double

When a suit bid is doubled and the doubler's partner cannot stop that suit the no trumper is out of the question and he must take out the double with a suit bid. It is no excuse for leaving the double in that the fourth hand is very strong in the doubled suit and could defeat the contract, because the stronger he is and the oftener he can stop that suit the better the no trumper and the more chance of going game.

But it often happens that when a no trumper is doubled the fourth hand is strong enough to be pretty sure that there will be more in penalties than in game, provided it is the first game of the rubber. In these days when no trumpers are bid on one ace and two hopes, it is not uncommon for them to go down several hundred points. Leaving the double in is often better than going into a minor suit.

The Intermediate Player

The chief interest in this question of doubling one trick bids lies in the problem presented to the partner of the one who is doubled and who sits between the double and the answer. There are two courses open to him. One is to pass the buck and say nothing until he hears from the fourth hand. The other is to anticipate the answer to the double by making a bid himself. This is usually an increase in the doubled bid, but not always. Suppose a spade bid is doubled and third hand holds five spades and a singleton. He would bid two spades over the double. If he passes and two hearts are bid fourth hand the dealer would be in doubt what to do.

When the third hand takes out the double the fourth hand usually feels himself relieved of the compulsion to bid, and unless he has something pretty good he will pass. But this may not meet with the ap-

proval of the doubler at all. Take this hand:

H.—F 9 6 4
C.—9 7 6
D.—8 4
S. 10 8 6 5

H.—10 5 3 | Y | H.—A Q J 8 7 2
C.—Q J 5 2 | A B | C.—10
D.—K 9 6 5 3 | Z | D.—Q 2
S.—J 4 | | S.—K 9 3

H.——
C.—A K 8 4 3
D.—A J 10 7
S.—A Q 7 2

Z dealt and bid no-trump. A and Y passed and B bid two hearts, which Z doubled. This is precisely the same as if Z had doubled a heart originally. It asks Y to go on with the no-trumper if he can stop the hearts. A anticipates this by bidding three hearts. Y is glad to have this relieve him from the necessity of bidding a wretched four-card spade suit and passes.

But this does not suit Z at all, so when it comes round to him he doubles the three hearts. Now A passes and Y has to call the spades, as his king of hearts is not a stopper if led through. B went to four hearts on the strength of his partner's assist, and Z to our spades, which A doubled. B led the singleton club and Y made his four spades by leading ace and deuce of trumps at once, without waiting for any finesse.

That is one side of the picture. Here is the other. It is an excellent illustration of the double use of the double; to ask a bid and to bluff a player out of a perfectly safe contract.

H.—Q 9 6 5 2
C.——
D.—Q 8 3 2
S.—K 9 6 3

H.—7 4 3 | Y | H.—K J 10 8
C.—9 6 4 2 | A B | C.—K J 8 5
D.—7 6 5 4 | Z | D.—A 10 9
S.—10 8 2 | | S.—5 4

H.—A
C.—A Q 10 7 3
D.—K J 7
S.—A Q J 7

Z dealt and bid no trump. A and Y passed, B doubled. This shows the weakness of the convention in the hands of an average player. B does not sit over the no trumper, but the no trumper sits over him. Z passes and A bids two clubs (because a nine is better than a seven?). Y bids two hearts and B supports the clubs, bidding three.

Z now sees his chance and instead of doubling the clubs bids three hearts, but when B goes to four clubs Z doubles. Being a foxy player and realising that he is in wrong, B makes a bluff at it and redoubles. Z is perfectly satisfied, but Y falls into the trap and bids four hearts, which B doubles.

On the heart contract Y and Z are set, for 100 points and simple honors. Net loss, 116. Had Y stopped to consider the original bid, no trumps, he should have seen that four odd in clubs was impossible against it and would have let the redouble stand. Had he done so A and B would have been set for 1,612 points, eight tricks redoubled and simple honors.

Ever seen a hand in which there is a swing of 1,728 points? This one was played at one of the best clubs in New York. At pirate it is a little slam in either clubs or no trumps for Z and B as partners.

Wave Of Patriotism Hits Baseball World

FLAG ON BASEBALL UNIFORM
©INTERNATIONAL

Preparedness and patriotism have hit the baseball world together. Captain Huston, having decided to train the New York Yankees in military tactics, Charley Ebbets of the Champion Brooklyns was not to be outdone, and, as the photograph shows, has caused American flags to be placed upon the uniforms of all of the members of the Brooklyn team.

School For Card Players

Auction Bridge. K. W. S. says: Playing duplicate, we are in doubt as to the latest rule for bonus added for going game. Is this 50, or 100, or 125, and must the game be made in one hand or not?

The Knickerbocker Whist Club, which is the apparent authority on duplicate laws, in America has lately changed the bonus from 100 to 125, and as it insists on four deals at a table before changing opponents the game may be won in any number of deals.

G. W. S. says: Z dealt and bid three clubs. Second hand passed, and third hand went to no trumps with two small clubs, four diamonds to the king, ten, ace, king of spades, and five hearts to the king queen. The contract was set for two tricks. What was wrong?

It looks as if the dealer never had a bid of any kind, to say nothing about three clubs. Never heard of such a bid as three in a minor suit at auction by a dealer.

A. L. C. says: The dealer bids no trump, no score. The second hand bids two hearts, holding seven to the queen, nine, king, queen small in clubs, and three small spades, no diamonds. To settle a small bet, is this a good bid?

Second hand has no heart bid. If he can make two odd in hearts he can set the no trumper, or at least save the game. If not, he exposes himself to a double and heavy penalties. Under the Whitehead rule, his hand is nine points out of fourteen below what it should be to justify a bid. There is only one trick in the thirteen cards, and that is in clubs.

Pirate Bridge V. T. says: If the dealer bids a diamond, accepted by second hand, and third hand bids a spade, what should the fourth hand do, holding four diamonds to the king, queen, ten and three spades to the ace, with the ace of clubs?

If the second hand has the diamonds stopped, it must be with the ace, and the dealer is trying out a no trumper. As the fourth hand should try to get that no trumper for a partner it is more important to show control of the diamonds than to accept the spade, so he should pass the spade, and if it is not accepted, which is highly probable, it will then be the turn of the fourth hand to bid, and he should double the diamond acceptance to secure the confidence of the no trumper.

Pinochle. H. A. asks the value of a meld of the five top clubs and three other kings.

270. First meld 40 trumps, then 150, and then 80 kings.

M. R. says: A gets the bid, but does not take a trick. Does the meld stand if it covers the bid?

Not without the trick to make it good.

M. S. says: Playing two hand, can a player lay down a combination meld, such as a marriage and dix, and score both for one trick taken?

No.

J. F. M. says: Hearts trumps, diamond led, when second hand has none and trumps with the king of hearts. Third player has not diamonds left either. Must he beat his partner's trump?

If he can, yes.

E. A. says: Spades trumps, club led. B trumps with the ace of spades, and C plays a small club. Before taking in the trick B finds he has a club. Can he amend the play?

No, he is too late for two reasons. A card played to the table is played, and the next player has played to the trick, exposing his hand. B forfeits his score for cards.

A. H. R. says: A bets that the bidder has the right to look back at the tricks he has already taken in.

If a player looks at any trick but the last one turned down he forfeits his entire score for cards. This rule is intended to compel players to keep mental count of their points.

A. C. says: Playing two hand, when it comes to the last draw there is only one card left. A has twelve, B only eleven. What is the rule?

The player not in fault may either demand a new deal or he may direct his adversary to fill his hand from the stock. In this case B would draw the last card, if A decided to let the deal stand.

C. E. J. says: A is the bidder. Toward the end it develops that B has a card too many and C one too few.

If A has the right number he cannot be set back. He may play out the hand for all he can make.

L. H. says: The bidder wants 190 in cards to make good. When B and C have taken in a few tricks, B says to C, "We have him beaten," and hands the cards to C to count, who finds 60 points exactly. As this makes it still possible for A to get 190 he claims the game.

As B and C abandon the hand A wins, and B and C can score nothing for their cards, as they looked at tricks taken in play and turned down before the game was decided.

C. M. says: Playing two hand, A wants 90 and B 20. When A has taken in 30 points he leads the ace of trumps and melds 60 queens, calling out. B bets he must win another trick.

B is wrong. The trick won with the ace of trumps makes a meld of 60 queens good, and that is enough to put A out.

Call Ace Euchre. M. C. L. says: A bets the player must have one of the suit he asks for.

Not necessary.

Poker, C. McM. says: A holds two aces, a trey and a deuce. B holds king, queen, ace, deuce, trey. Which win?

B wins, as A's hand is foul; only four cards.

Cassino. J. K. says: A bets that he can call out as soon as he gets to 21 in spade cassino. B bets that the first man to reach the game hole wins.

B is correct, as the points are scored as made, and the game is not 21 but 61, once round the cribbage board.

Jabs And Jolts

New York, March 11.—Grant Hugh Browne must get along without the magnetic aid of Les Darcy in the future so far as Madison Square Garden is concerned, unless an advantage is taken of an injunction.

Gov. Whitman's official ban on the New York appearance of the wonder boy of Maitland has kicked away one of Browne's greatest box office attractions. With Darcy working on a percentage basis, as he had promised to do if Browne could convince the Governor that he was not a slacker. Browne had hopes of making ends meet if some one could have been induced to box the Australian.

All that is past now. After a personal appeal to the Chief Executive Darcy was forced to admit that he would have to shake Broadway's dust from his boots if he ever hoped to make an American dollar. Just now he is swamped with offers from other States, but these offers simply come from the promoters. They carry no special invitations from the different Governors and the chances are those invitations will never be forthcoming. All of the other State heads are bound to take official notice of Gov. Whitman's action and the "barred zone" may extend for Darcy.

He would be a wise young man if he would forget his avariciousness for a while and remain in the quiet confines of Browne's Brownleigh Park until the typhoon has settled beyond the horizon. If Darcy were to accept any of the many offers being made to him just now it is more than likely he would feel the impress of other official heels.

In all the history of the ring there has never been a man in Darcy's predicament. One of the greatest boxers that ever visited America and surely the greatest drawing card, he is compelled to pick up his traps and leave the very center of fistiana to try his luck in other States. Should Gov. Whitman's official disapproval spread beyond New York, then indeed will Darcy begin to wish that he had never stowed away out of Australia to avoid military duty.

He would have been a golden idol had he joined the colors, and it is pretty safe to say that he would have seen little actual service had he done so. His joining would have been service enough, since it would have stopped the clamor that had gone up in Australia because mothers objected to his staying home while their sons were in the trenches.

Darcy would have been assigned to some recruiting office in Australia simply to induce other young fellows to join the army. Before he ever did get orders to move toward a troop ship peace might have been declared. Then would Darcy have been a hero. That opportunity has passed now. The damage has been done, and if the ban spreads here he will be worse off than a man without a country.

Old Bat Nelson experienced a sensation in Chicago last week. The once durab'e Dane went on at the old Cacino Theater to deliver his monologue. By a strange coincidence it happened that Nelson fought one of his first bouts on that very stage. Nelson added the tale of that fray to his monologue by saying:

"I'll never forget that match. Joe Headmark was the fellow I fought. I never saw so many gloves in my life. The battle went six rounds, but Headmark had me sized up to a nicety for he knocked me down seventeen times in eighteen minutes of fighting. He had a great punch, but he could not finish me.

"I was as happy as a kid when the fight was over, for it convinced me that I could take it and not feel the effects. That was seventeen years ago, and I might add that I was not getting the same money that I am paid tonight."

They've developed a little lightweight out in San Francisco whose name is Sammy Good, and though he has never fought anything but four-round bouts the 'Frisco fans believe him a world beater. Good recently stopped Willie Hoppe in two rounds there. Hoppe was rated a wonder before Good took him into camp. Let's have Sammy. One good light-weight around here would help wonderfully, especially as his is a new face. Pack up your duds Sammy and come on. You're perfectly welcome.

Fred Fulton is anxious to clean up the heavyweight situation and he has determined to box both Moran and Morris if Jimmy Johnston will give him a fair amount of money for his trouble. Getting James to part with the coin of the realm is not as easy as was the case with Browne. The managers all call Jimmy a hard-boiled egg, but James knows all about the prices of the game and he has the gumption to sit tight once he names his figures. That's why he made Madison Square Gardens go.

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Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on April 10, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	12-14
Cod	,,	14-16
Mandarin	,,	20-30
Mackerel	,,	14-16
Pomfret	,,	25-30
Salmon	,,	16-20
Samli	,,	none
Soles	,,	16-20
Whitebait	,,	12-16
Game, Poultry and Eggs		
Deer	each	none
Duck	,,	60-1.00
Eggs	per doz.	13-15
Fowl	per lb.	20-22
Geese	each	80-1.00
Hare	,,	none
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	25-30
Plover	,,	5-6
Quail	,,	18-20
Snipe	,,	14-16
Turkey	per lb.	40-45
Teal	each	10-12
Wild Duck	,,	30-35
Wild Geese	,,	none
Woodcock	,,	35-40
Wild Pigeons	,,	none
Fruit		
Apples	per lb.	12-20
Apricots	,,	none
Bananas	,,	6-7
Cherries	,,	none
Cocoanuts	each	15-20
Chestnuts	per lb.	10-12
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	none
Mangoes	each	15-20
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	7-12
Peaches	,,	none
Persimmons	,,	none
Peeboes	per lb.	none
Plums	,,	none
Pumeloes	each	15-20
Pears	per lb.	8-10
Strawberries	,,	none
Walnuts	,,	10-12
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Bamboo Shoots	per lb.	12-14
Broad Beans	,,	6-8
Beetroot	per bunch	2-3
Cabbage	each	6-8
Celery	per bunch	8-10
Carrots	,,	2-3
Cauliflower	each	8-12
Egg Plant	per lb.	8-10
French Beans	,,	12-15
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	70-80
Onions	per lb.	8-10
Peas	,,	10-12
Potatoes	per pic.	$3.00-3.50
Parsnips	per lb.	5-6
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	,,	10-15
Turnips	per bunch	2-3
Grain and Flour		
Flour, American	per 50 lb.	$4.50
Flour, Shanghai	per 50 lb.	$2.50
Rice	per 200 lb.	$7.00
Milk		
Foreign dairies	per bottles	20
Chinese dairies	,,	17
Fodder		
Barley	per 114 lbs.	$2.80
Bran	,,	$2.05

E. KILNER,
Chief Inspector.

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